

Appendix A1:

Scoping Report

Long Bridge Project

Environmental Impact Statement (EIS)

Scoping Report

January 20, 2017



U.S. Department of Transportation
Federal Railroad Administration



District Department of Transportation

Long Bridge Project EIS

Scoping Report

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1.0 Introduction

This Long Bridge Project Scoping Report summarizes the scoping process that was undertaken for the Long Bridge Project (the Project) in accordance with the National Environmental Policy Act of 1969 (NEPA); the Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA in 40 CFR parts 1500–1508; Federal Railroad Administration’s (FRA) Procedures for Considering Environmental Impacts in 64 FR 28545, dated May 26, 1999 and 78 FR 2713, dated January 14, 2013; and 23 U.S.C. § 139. Scoping engages both the public (i.e., citizens, elected officials, and key stakeholders) as well as local, state, and Federal agencies during the early stages of the Environmental Impact Statement (EIS) development. This Scoping Report summarizes the agency and public involvement efforts undertaken, comments received during the scoping period, and additional comments received before the report was finalized.

1.1. Project Description

The Long Bridge Project consists of potential improvements to the bridge and related railroad infrastructure located between the Virginia Railway Express (VRE) Crystal City Station in Arlington, Virginia and Control Point Virginia near 3rd Street, SW in Washington, DC (see **Figure 1**). The Long Bridge Corridor is owned and operated by CSX Transportation (CSXT), a Class I freight railroad. In addition to CSXT freight, the bridge is currently utilized by Amtrak and VRE.

The EIS for the Project is preceded by several years of preliminary project development activities. In 2011, the District Department of Transportation (DDOT) received a High Speed Intercity Passenger Rail grant from the FRA to complete a two-phase feasibility study of the rehabilitation or replacement of the Long Bridge. Phase I included a preliminary operations plan; visual inspection of the corridor; initial evaluation of existing and future capacity needs; and preliminary development of conceptual alternatives. Phase II included development of a draft EIS Purpose and Need Statement; Environmental Data Collection Report (EDCR); Long Range Service Plan; further refinement of engineering concepts; and development of evaluation criteria to identify and screen concepts that will be carried forward for analysis in the EIS. In 2016, FRA awarded DDOT a Transportation Investment Generating Economic Recovery (TIGER) grant for Phase III, which includes preparation of the EIS.

Figure 1: Long Bridge Project - Study Area



1.2. NEPA and the Scoping Process

NEPA is a procedural law that mandates an interdisciplinary environmental review and documentation process for all federally funded projects. The NEPA documentation process ensures that the following goals have been met before a project is implemented:

- All applicable laws, regulations, policies, and guidance have been adhered to;
- Federal, state, and local agencies, the public, and other project stakeholders have been involved in the decision-making process;
- A reasonable range of alternatives have been examined; and
- Impacts to environmental resources have been considered.

An EIS is being prepared in accordance with NEPA for the Project. FRA is the lead Federal agency under NEPA. DDOT, as Project sponsor, is a joint lead agency.

The EIS will document compliance with other applicable Federal, state, and local environmental laws and regulations, including but not limited to: Section 106 of the National Historic Preservation Act; the Clean Water Act; Section 4(f) of the U.S. Department of Transportation Act of 1966; the Endangered Species Act; Executive Order (EO) 11988 and USDOT Order 5650.2 on Floodplain Management; EO 11990 on Protection of Wetlands; the Magnuson-Stevens Act, related to Essential Fish Habitat; the Coastal Zone Management Act; and EO 12898 on Environmental Justice.

The purpose of the scoping process is to determine and clarify issues that are relevant to the scope of the study. During the scoping process, open lines of communication are established between the lead agencies and other stakeholders. The scoping process included the following major elements:

- Federal Register Notice of Intent (NOI);
- Scoping Initiation Letters;
- EIS Scoping Interagency Coordination Meeting (ICM);
- Public Scoping Meeting;
- Scoping Comment Period; and
- Project Scoping Report.

2.0 Scoping Process

2.1. Pre-NEPA Public Outreach

Public outreach for the Project was initiated in 2012, prior to the initiation of the NEPA process, with the Phase I Study and development of the Project website (www.longbridgeproject.com). The Phase I Study included three public meetings conducted in an open-house format between November 2012 and December 2013 (**Table 1**). Meetings were announced through advertisements in the *Washington Post*, postcards distributed at Metro stations during morning commute hours, and email distribution to the Project mailing list.

Following the initiation of the Phase II Study, a public meeting was held on February 10, 2016 (**Table 1**). The intent of this meeting was to update the public on the Project status and schedule. This meeting was announced through an advertisement in the *Washington Post Express*, website notification, and email distribution to the Project mailing list.

Table 1 | Summary of Pre-Scoping Public Outreach

MEETING DATE	LOCATION	# OF ATTENDEES	MEETING TOPICS
November 13, 2012 4:00 - 6:00 p.m.	Westminster Presbyterian Church 400 I Street, SW	29	<ul style="list-style-type: none"> • Feasibility study introduction and overview • Request for input and issues of interest
June 6, 2013 4:00 - 7:00 p.m.	Westminster Presbyterian Church 400 I Street, SW	23	<ul style="list-style-type: none"> • Communicate initial concepts and receive feedback • Communicate possible footprint for a new bridge
December 5, 2013 4:00 - 7:00 p.m.	St. Augustine's Episcopal Church 600 M Street, SW	26	<ul style="list-style-type: none"> • Present results of analysis and demand forecasting • Communicate next steps and solicit comments on alternatives
February 10, 2016 4:00 – 7:00 p.m.	L'Enfant Plaza Club Room 470 L'Enfant Plaza, SW	42	<ul style="list-style-type: none"> • Update public on Project status

2.2. Notice of Intent

FRA and DDOT initiated the formal NEPA process with publication of the Notice of Intent (NOI) in the *Federal Register* on August 26, 2016. The NOI announced FRA and DDOT's intent to prepare an EIS;

provided background information on the Project; presented the draft EIS Purpose and Need Statement; addressed the alternatives development process; and provided an initial list of environmental resources to be analyzed. The NOI also announced the public scoping meeting (see Section 2.4.2) and invited the public and other interested parties to submit scoping comments through September 26, 2016. FRA subsequently extended the 30-day scoping period to October 14, 2016 in response to a public request to have 30 days to review the materials presented at the public meeting on September 14, 2016. The NOI and extension notice published in the *Federal Register* are included in **Appendix A**.

2.3. Agency Outreach

2.3.1. Scoping Initiation Letters

Potential cooperating agencies and participating agencies were initially identified by the lead agencies in accordance with 40 CFR 1501.6 and 23 U.S.C. § 139¹. FRA sent scoping initiation letters to primary agency points of contact (POCs) by U.S. Mail on August 15, 2016 (**Appendix B-1**). Copies of these same letters were e-mailed to agency secondary POCs on August 18, 2016.

The letters notified agencies of the Project and invited their participation in preparation of the EIS as a cooperating or participating agency. The letters also invited agency representatives to attend the EIS Scoping ICM (see Section 2.3.2); visit the Project website; submit comments during the 30-day scoping period; and attend the public scoping meeting (see Section 2.4.2).

Table 2 identifies cooperating and participating agencies POCs based on the returned signed agreements.

¹ *Cooperating agency* means any Federal agency other than a lead agency which has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative) for legislation or other major Federal action significantly affecting the quality of the human environment. The selection and responsibilities of a cooperating agency are described in §1501.6. A State or local agency of similar qualifications or, when the effects are on a reservation, an Indian Tribe, may by agreement with the lead agency become a cooperating agency.

A *participating agency* is any Federal and non-Federal agencies that may have an interest in the project. Any Federal agency that is invited by the lead agency to participate in the environmental review process for a project shall be designated as a participating agency by the lead agency unless the invited agency informs the lead agency, in writing, by the deadline specified in the invitation that the invited agency:

- A. has no jurisdiction or authority with respect to the project;
- B. has no expertise or information relevant to the project; and
- C. does not intend to submit comments on the project.

Table 2 | Agency Roles and Points of Contact (POCs)

AGENCY	POINT OF CONTACT (POC)	TITLE
LEAD AGENCIES		
Federal Railroad Administration (FRA)	Amanda Murphy	Environmental Protection Specialist
District Department of Transportation (DDOT)	Anna Chamberlin	Manager, Project Review
COOPERATING AGENCIES¹		
Virginia Dept. of Rail & Public Transportation (DRPT)	Randy Selleck	Rail Planning Project Manager
Virginia Railway Express (VRE)	Oscar Gonzalez	Project Manager
National Park Service (NPS)	Tammy Stidham	Chief of Planning
Federal Transit Administration (FTA)	Daniel Koenig	Environmental Protection Specialist
U.S. Coast Guard (USCG)	Hal Pitts	Commander
National Capital Planning Commission (NCPC)	Michael Weil	Urban Planner
U.S. Army Corps of Engineers (USACE) – Baltimore District and Norfolk District	Steven Harman	Project Manager, Operations Division/Regulatory, Baltimore District
PARTICIPATING AGENCIES¹		
Federal Emergency Management Agency (FEMA)²	<i>No Response</i>	---
Federal Highway Administration (FHWA) – Eastern Federal Lands Highways Division²	<i>No Response</i>	---
Federal Highway Administration (FHWA) – DC Division²	<i>No Response</i>	---
Federal Aviation Administration (FAA)	Susan Stafford	Environmental Protection Specialist
U.S. Environmental Protection Agency (EPA)	Barbara Rudnick	NEPA Team Leader
U.S. Fish & Wildlife Service (USFWS)²	<i>No Response</i>	---

AGENCY	POINT OF CONTACT (POC)	TITLE
U.S. General Services Administration National Capital Region (GSA NCR)²	<i>No Response</i>	---
National Oceanic and Atmospheric Administration National Marine Fisheries Service (NOAA-NMFS)	Kristy Beard (Potomac)	Marine Habitat Resource Specialist
U.S. Commission of Fine Arts (CFA)	Frederick Lindstrom	Assistant Secretary
District of Columbia Office of Planning (OP)	Dan Emerine	Senior Transportation Planner
District of Columbia State Historic Preservation Office³ (DC-SHPO)	Andrew Lewis	Senior Historic Preservation Specialist
District Department of the Environment & Energy (DOEE)	Raymond Montero	Remedial Project Manager
DC Water and Sewer (DC Water)	Moussa Wone	Design Manager, DC Clean Rivers Project
Washington Metropolitan Area Transit Authority (WMATA)	Jonathan Parker	Senior Planner
Maryland Department of Transportation (MDOT-MTA)	Bradley Smith	Director, Office of Freight and Multimodalism
Virginia Department of Transportation (VDOT)	Nicholas Roper	Assistant District Engineer
Virginia Department of Game and Inland Fisheries (VDGIF)³	<i>No response</i>	---
Virginia Marine Resources Commission (VMRC)	Mark Eversole	Habitat Management
Virginia Department of Historic Resources (VDHR)	Ethel Eaton	Senior Policy Analyst
Virginia Department of Environmental Quality (VDEQ)	Daniel Burstein	Regional Enforcement Specialist
Arlington County	J. Daniel Malouff	Regional Transportation Planner
City of Alexandria	Lee Farmer	Transit Capital Program Manager
Metropolitan Washington Council of Governments (MWCOG)	Jon Schermann	Transportation Planner III
Metropolitan Washington Aviation Authority (MWAA)	Erik Schwenke	Environmental Planner

NOTES: ¹ Cooperating agencies are participating agencies, but not all participating agencies are cooperating agencies, in accordance with 23 U.S.C. § 139(d)(5).

² In accordance with 23 U.S.C. § 139, invited Federal agencies are participating agencies unless they inform the lead agency, in writing, that the agency has no jurisdiction or authority with respect to the Project; has no expertise or information relevant to the Project; and does not intend to submit comments on the Project.

³ A signed agreement to act as participating agency has not been received as of January 10, 2017. DC-SHPO and VDGIF remain listed in this table because continued coordination is required pursuant to additional regulatory requirements, including National Historic Preservation Act, Section 106 and Endangered Species Act, Section 7.

2.3.2. EIS Scoping Interagency Coordination Meeting

FRA and DDOT hosted the EIS Scoping Interagency Coordination Meeting (ICM) on September 14, 2016 at DDOT headquarters. The ICM included a presentation by the Project team, including representatives from DDOT and FRA. **Table 3** lists meeting attendees. The Project team provided agency contacts with the draft EIS Purpose and Need Statement and the EDCR by e-mail dated September 9, 2016, prior to the ICM.

At the ICM, the Project team reviewed the existing conditions and simulation modeling; the draft EIS Purpose and Need Statement; alternatives development and screening; environmental considerations; the proposed EIS schedule; and agency and public coordination. At the meeting's conclusion, agency comments were requested on the information presented at the ICM, environmental and cultural resources within each agency's jurisdiction, and any agency plans and initiatives related to the Study Area. The presentation and minutes were e-mailed to attendees and invitees on October 18, 2016 and are provided as **Appendix B-2**.

Table 3 | September 14, 2016 ICM Attendees

AGENCY	ATTENDEE
FRA	Amanda Murphy (meeting presenter) Shreyas Bhatnagar Frances Burg Adam Denton (via phone) Michael Johnsen Lyle Leitelt (via phone) Paz Aviles, contractor (via phone) Bradley Decker, contractor
DDOT	Anna Chamberlin (meeting presenter) Steve Plano
DRPT	Randy Selleck Emily Stock (via phone)
VRE	Oscar Gonzalez T.R. Hickey
NPS – George Washington Memorial Parkway (GWMP)	Brenda Wasler (via phone) Joshua Nadas (via phone)

AGENCY	ATTENDEE
NPS – National Capital Region (NCR)	Joel Gorder (via phone)
NPS – National Mall and Memorial Parks (NAMA)	Melissa Mertz (via phone) Catherine Dewey
NPS – National Mall and Memorial Parks (NAMA)	Melissa McGill (via phone)
FTA	Dan Koenig
FAA	Susan Stafford (via phone)
USACE – Baltimore District	Kathy Anderson (via phone) Chikita Sanders
USACE – Norfolk District	Lee A. Fuerst (via phone)
USACE – North Atlantic Division	Jim Haggerty (via phone)
NCPC	Michael Weil
VDOT	Robert Josef (via phone)
VDHR	Ethel Eaton (via phone)
WMATA	Danielle Wesolek (via phone) Jonathan Parker (via phone)
MWCOG	Jon Schermann
City of Alexandria	Lee Farmer
Arlington County	Dan Malouff (via phone)
WMAA	Erik Schwenke (via phone)
Consultant staff	Eric Almquist Henry Kay Michele Lockhart Bill Lipfert

2.4. Public Outreach

Members of the public, including citizens, elected officials, and other key stakeholders (i.e., community associations, local institutions, and Study Area-adjacent property owners), are important participants in the EIS process and were regarded as such throughout scoping. These entities will be consulted throughout the EIS process at various project milestones. Public input gathered during the scoping phase of the EIS helps inform the purpose and need of the Project, and guide the development of the EIS.

2.4.1. Outreach and Notification

In addition to publication of the NOI (see Section 2.2), public scoping outreach and notification occurred through a range of outreach methods and activities outline below.

2.4.1.1. Website

On August 26, 2016 the Project website (www.longbridgeproject.com) was updated with a link to the published NOI, a figure depicting the EIS Study Area, the draft EIS Purpose and Need Statement, and information regarding the scoping period and public scoping meeting (see Section 2.4.2). On September 13, 2016, the website was updated with public scoping meeting materials, including display boards and a Long Bridge Project EIS Fact Sheet. The website provides an opportunity for the public to become involved in the Project by submitting comments and questions at any time throughout the NEPA process via a comment form. The website also includes a Project e-mail address (info@longbridgeproject.com) and a postal mailing address (Long Bridge Project, 55 M Street, SE, Suite 400, Washington, DC 20003).

2.4.1.2. Social Media

On September 13 and 14, 2016, FRA Twitter and Facebook posts included information regarding the public scoping meeting and a link to the Project website (see **Appendix C-1**). FRA has approximately 11,500 Twitter and 12,000 Facebook followers.

2.4.1.3. Mailing Lists

FRA and DDOT developed electronic and traditional mailing lists that include 49 elected officials and 55 stakeholders, including property owners adjacent to the Study Area, community groups, and members of the public with an interest in the Project. An e-mail to elected officials was distributed on August 15, 2016 and encouraged them to forward information on to their constituents. An e-mail to stakeholders was distributed August 26, 2016. Additionally, printed copies of the e-mail were sent by U.S. Mail to 31 adjacent property owners for whom no e-mail address was available. Copies of these materials and the distribution lists are attached with **Appendix C-1**. The notifications included an invitation to the public scoping meeting with information regarding the meeting time and place. Notifications also included a description of the Project, the NEPA process, a Study Area map, and instructions for submitting public comments or requesting special accommodations.

2.4.1.4. Newspaper Advertisements and Press Releases

FRA and DDOT advertised the public scoping meeting and comment period in the *Washington Post Express* and *Washington Post* Legal Notices Section on August 26, 2016 (see **Appendix C-1**). Both advertisements invited the public to attend the public scoping meeting, provided information regarding the meeting time and place, meeting format, the 30-day public scoping period, the publication of the NOI, Project website address, and instructions for submitting public comments or requesting special accommodations.

Additionally, DDOT issued an electronic press release on September 2, 2016 (see **Appendix C-1**) inviting the public to attend the public scoping meeting, providing meeting time and place, information regarding the public scoping period, and instructions for submitting public comments or requesting special accommodations. This distribution included up to 2,000 media outlets and community groups or organizations, including all local radio, television, and newspaper outlets and many listservs in the District. Media outlets include the *Washington Post*, WTOP, *Washington Business Journal*, *Borderstan*, and neighborhood newspapers.

2.4.2. Public Scoping Meeting

FRA and DDOT conducted a public scoping meeting for the Project EIS on Wednesday, September 14, 2016, from 3:00 pm to 6:00 pm. The meeting was held in the Club Room of L'Enfant Plaza on the Promenade Level, 470 L'Enfant Plaza, SW, Washington DC. Fifty-two attendees signed in.

The meeting was organized in an open-house format with 13 display boards providing an overview of the Project. The boards included the following topics: existing conditions, Project overview, EIS Study Area map, the draft EIS Purpose and Need Statement, preliminary concepts, environmental considerations, EIS milestones, and related studies and projects. A large-scale map of the Study Area was provided at the meeting. Attendees were invited to make comments on sticky notes and place them on the map. Meeting attendees were provided comment cards, DDOT Title VI survey forms, and a Long Bridge Project EIS Fact Sheet. Copies of the display boards and Long Bridge Project EIS Fact Sheet are included in **Appendix C-2**.

Meeting attendees were encouraged to share comments and questions with the Project team. Attendees were encouraged to submit comments by mail, electronically to the Project email address (info@longbridgeproject.com), through the Project website, or as written comments submitted at the meeting. Several attendees submitted written comments at the public scoping meeting using forms made available, as summarized in Section 3.2.

3.0 Scoping Comments

During the scoping period, the Project received 21 comment submissions from agencies, as summarized in Section 3.1, and 80 comment submissions from the public, as summarized in Section 3.2. The total number of scoping comment submissions are summarized in **Table 4**.

Table 4 | Total Number of Scoping Comment Submissions

NUMBER RECEIVED	SOURCE
21	AGENCY SUBMISSIONS
10	Verbal comments at ICM
11	Letters from participating and cooperating agencies
80	PUBLIC SUBMISSIONS
21	E-mails submitted via the Project website or to info@longbridgeproject.com
2	Letters mailed to FRA
16	Long Bridge Project comment forms*
41	Sticky note comments on large-scale map

* The comment form count includes DDOT Title VI Public Involvement Questionnaires which were used by some meeting attendees in lieu of Project comment forms.

3.1. Agency Comments

By scoping initiation letter (August 15, 2016), the Project team invited agencies to provide comments at the EIS Scoping ICM and by e-mail or letter on the draft EIS Purpose and Need Statement, EDCR, Study Area, screening criteria, preliminary concepts, resources within each agency's jurisdiction, and agency plans and initiatives. During the EIS Scoping ICM meeting, the Project team documented ten verbal comments from agency representatives. An additional 11 letters were received from cooperating and participating agencies during the scoping period.

3.1.1. Verbal Comments Received at Interagency Coordination Meeting

Table 5 summarizes verbal comments provided by individual agency representatives during the ICM, and responses to those comments, consistent with the EIS Scoping ICM minutes (see **Appendix B-2**).

Table 5 | Summary of Verbal Comments Received at Interagency Coordination Meeting

COMMENTER	COMMENT	RESPONSE
FRA	Environmental analysis may need to consider the 500-year floodplain instead of the 100-year floodplain, in light of new guidance.	The Project will consider the 500-year floodplain and potential impacts as the NEPA process continues.
VRE	Could a new corridor concept cross the Anacostia River?	Yes.
NPS	The bottom of the river is under the jurisdiction of NPS, so any dredging, short-term or permanent use of the bottom needs to be approved by and coordinated with NPS.	Noted.

COMMENTER	COMMENT	RESPONSE
NPS	NPS is having a similar discussion with the USCG about the required navigation clearance under the Memorial Bridge and suggested starting the discussion about getting a decision about the bridge clearance sooner rather than later.	Noted.
NPS	NPS or other agencies may decide to adopt FRA's EIS (or portions of the NEPA document) and issue a ROD that could apply to subsequent project actions. It would be beneficial to ensure that the Long Bridge Project purpose and need meet NPS' needs and does not preclude future actions planned by NPS.	Noted.
FTA	Was only the maximum level of service simulated, or were other levels of service were considered?	Each of the rail operators provided a 2040 operating plan that was used for the simulations. The unconstrained 2040 plans create the condition in which the bridge and adjacent railroad network are stressed, which is the preferred way to determine effectiveness of a particular build alternative. The railroads' service plans already reflect network constraints outside the geographic and analytical limits of the model; therefore, it would not be useful to test multiple service levels on the bridge.

COMMENTER	COMMENT	RESPONSE
FTA	"Enhance network connectivity" should be more clearly defined.	The importance of enhancing network connectivity will be defined in the screening criteria. The Network Connectivity screening criteria measures whether a concept creates a system that makes it easy for passengers to connect to various transportation modes and whether freight trains can continue to access the network beyond the Long Bridge Corridor. Aspects of connectivity for freight include access to yards and customers within the District of Columbia and beyond as well as intermodal facilities. Aspects of connectivity for passengers include access to stations within the corridor; transfers to other services such as Metrorail; and pedestrian access to home and employment sites. FRA will revise the draft EIS Purpose and Need Statement to provide a clearer definition of network connectivity.
FTA	How does FRA reconcile public investments being used to improve privately owned infrastructure?	This is a policy issue that FRA addresses frequently because most of the national rail network is privately owned. FRA studies seek to balance the needs of the owner and the needs of the public.
FTA	Could all of the alternatives, including those in a 'new location,' fit within this Study Area?	In the context of the draft EIS Purpose and Need Statement, the Study Area can evolve based on the concept or alternative being analyzed and on the environmental resources affected.
USACE	Navigational clearances need to be coordinated with USCG.	Noted.
WMATA	The draft EIS Purpose and Need Statement does not include the potential benefits to the transit network. If MARC was extended to L'Enfant, it could alleviate some of the Metrorail passenger congestion at Union Station. WMATA encouraged the Project team to include these benefits under 'resiliency' and 'redundancy.'	The draft EIS Purpose and Need Statement includes a discussion of this issue in the Network Connectivity section. Specifically, it states "The Proposed Action could provide the opportunity for alleviating future transfers to Metrorail, which also would allow for increased operational flexibility and system redundancy."

3.1.2. Agency Comment Letters

FRA and DDOT received signed agency agreements and/or comment letters from the following agencies: DRPT, VRE, NPS, FTA, NCPC, USCG, USACE Baltimore and Norfolk Districts, FAA, EPA, CFA, DC Office of Planning, DC SHPO, DOEE, DC Water, WMATA, MDOT-MTA, VDOT, VMRC, VDHR, VDEQ, Arlington County, City of Alexandria, MWCOG, and MWAA. All substantive comments received are presented in **Appendix D-1: Agency Scoping Comment Matrix, Appendix D-2: Agency Scoping Letters**, and summarized below.

3.1.2.1. Virginia Department of Rail & Public Transportation

DRPT requested to be included as a joint lead agency for the EIS by letter dated September 1, 2016. FRA responded that cooperating agency is the appropriate DRPT role for the EIS. DRPT concurred on its role as a cooperating agency for the EIS by e-mail communication dated January 10, 2017. FRA provided DRPT and VRE with a draft Memorandum of Understanding (MOU) to further clarify the roles and responsibilities of a cooperating agency on September 30, 2016.

3.1.2.2. Virginia Railway Express

VRE requested to be joint lead agency for the EIS by letter dated August 30, 2016. FRA responded that cooperating agency is the appropriate VRE role for the EIS. VRE concurred on its role as a cooperating agency for the EIS by signed agreement dated October 7, 2016, and requested that their role be further defined in a MOU with FRA and DDOT. In response, FRA provided VRE a draft MOU, as mentioned above in Section 3.1.2.1.

3.1.2.3. National Park Service

NPS concurred on its role as a cooperating agency for the EIS by signed agreement dated August 26, 2016. NPS provided scoping comments by letter dated October 13, 2016 and indicated that it would like to be a consulting party for the National Historic Preservation Act (NHPA) Section 106 process. NPS expressed concern about the Project's potential to negatively affect NPS-administered lands, and specifically raised the following concerns: noise and vibration, ingress/egress to Hains Point, impacts to riparian areas and the river bottom, and impacts to cultural resources. NPS also commented that because actions associated with the Project would require NPS decisions, the NEPA process should meet policies of NPS Director's Order 12: Conservation, Planning, Environmental Impact Analysis, and Decision-Making (DO-12) and the *NPS Compliance Handbook* (2015). NPS requested a better understanding of the compliance pathway and NPS integration. Comments on the content of the Environmental Data Collection Report were provided as follows:

1. Potomac Heritage National Scenic Trail (POHE) and the Washington-Rochambeau Revolutionary Route Historic Trail (W3R) should be listed as Section 4(f) resources.
2. Reference to Captain John Smith Chesapeake Historic Trail (CAJO) should state, “in [the Study Area] CAJO follows the Potomac River and is accessed from the various sites supporting public access to the water.”
3. Reference to the Star-Spangled Banner National Historic Trail (STSP) should state, “the trail also follows the Potomac River and is accessed from the various sites supporting public access to the water.”

3.1.2.4. U.S. Coast Guard

USCG has not provided a signed agreement to serve as a cooperating agency for the EIS; however, in accordance with a 2013 MOU between USCG and FRA, the USCG will act as a cooperating agency for the EIS. By email dated November 9, 2016, USCG provided a copy of its Bridge Permit Application Guide (July 2016) with directions regarding the timing of submittals to initiate USCG’s involvement in the NEPA process.

3.1.2.5. U.S. Army Corps of Engineers

USACE-Baltimore District agreed to serve as a cooperating agency for the EIS by letter dated December 9, 2016. The Baltimore District indicated its intent to issue the USACE permit decision at the conclusion of the NEPA process. The letter further explained that the Draft EIS would serve as the USACE Section 404/10 permit application for the Project; therefore, the Project team and USACE should work closely together to ensure that the NEPA document is adequate to fulfill the requirements of USACE regulations, the Clean Water Act Section 404(b)(1), and the USACE public interest review process. In accordance with USACE regulations, USACE will need to concur on the range of alternatives retained for detailed study in the EIS. The alternative analysis should evaluate alternative bridge and railroad improvement designs, locations, and alignments; plans for dredging; alternative dredge material disposal sites; and a complete description of the criteria used to identify, evaluate, and screen alternatives. The EIS should also document methods to avoid and minimize impacts to Waters of the U.S. The Baltimore District’s letter made a request that several resource topics within its area of expertise and jurisdiction be comprehensively evaluated in the EIS.

USACE-Norfolk District, by letter dated October 14, 2016, noted that the Study Area encompasses Norfolk District and Baltimore District boundaries. USACE-Norfolk District identified the USACE-Baltimore District as lead within USACE for this Project. USACE-Norfolk District expressed interest in

participating in any interagency meetings and field reviews, and requested regular coordination. Should a Norfolk District permit application be submitted, Norfolk District requested to receive public comments and a transcript of public hearings related to the EIS.

USACE-Norfolk District requested that the term *reliability* be better defined and related to the other need elements in the draft EIS Purpose and Need Statement. It requested that waters and wetlands be identified and mapped before developing a full range of alternatives.

USACE-Norfolk District stated that its regulations require that it consider a full range of environmental, social, and economic factors, and conduct an alternatives analysis to identify the least environmentally damaging practicable alternative. This alternative is the only one USACE can authorize. To this end, USACE-Norfolk District authorizes FRA and DDOT to conduct Section 106 coordination on its behalf. Any Memorandum of Agreement prepared by FRA and DDOT under 36 CFR 800.6 should include:

"WHEREAS, pursuant to Section 10 and/or Section 404 of the Clean Water Act, a Department of the Army permit will likely be required from USACE for the Project, and USACE has designated FRA and DDOT as the lead Federal agencies to fulfill Federal responsibilities under Section 106." USACE-Norfolk District authorizes FRA and DDOT to conduct Section 7 coordination and Magnuson-Stevens Act consultation on its behalf.

3.1.2.6. National Capital Planning Commission

NCPC concurred on its role as a cooperating agency for the EIS by signed agreement dated August 24, 2016. NCPC provided scoping comments by letter dated October 14, 2016. NCPC noted the need to enhance the existing bridge in order to meet passenger and freight rail demand. NCPC noted prominent viewsheds of the U.S. Capitol Building, Washington Monument, Lincoln Memorial, and other memorials and monuments. NCPC described its approval authority over Federal projects within the District of Columbia, including all Federal land transfers and physical alterations to Federal property. Federal properties noted in the comment letter include: GWMP, Potomac River Bottom, East Potomac Park, and Reservation 113. NCPC explained that Federal property transfers require submission of an official legal plat with a line for the NCPC Chair's signature and transfers should be addressed in the EIS with exact area of land transfer, change in impervious surface area, number of trees to be removed, and proposed mitigation. The Record of Decision should include a section addressing each transfer, along with a signature line for NCPC's Director. Changes to Federal property should be submitted for NCPC review with appropriate supporting plans, narrative, graphics, and NEPA and Section 106 documentation. NCPC recommended FRA and DDOT brief the NCPC early in the EIS development process to allow for

comment. FRA should submit Concept, Preliminary, and Final Engineering review based on NCPC agency submission policies. Additionally, NCPC recommended the study consider:

1. Maintaining an unobstructed, attractive viewshed toward memorials and monuments on the National Mall, and along Maryland Avenue toward the U.S. Capitol;
2. Providing for four tracks to accommodate freight and maximizing commuter rail capacity to L'Enfant Station (the VRE Station at 7th Street) and Union Station;
3. Increasing number and size of passenger platforms at L'Enfant Station for expanded VRE, MARC, and Amtrak service;
4. Maximizing pedestrian and bicycle use and connectivity in a manner that ensures pedestrian access between transit modes;
5. Protecting and promoting reestablishment of the historic L'Enfant Plan street grid, and allowing vehicular connectivity to distribute traffic between Independence and Maine Avenues;
6. Depressing train tracks to deck the rail line between 9th and 15th Streets, SW to re-establish and support the design and development of the Maryland Avenue corridor; and
7. Enhancing intermodal connections by considering ways in which modes of transportation will operate and travel along Maryland Avenue corridor between 4th and 15th Streets.

3.1.2.7. Federal Aviation Administration

FAA concurred on its role as a participating agency for the EIS by signed agreement dated September 7, 2016. FAA provided scoping comments by letter dated September 26, 2016. FAA does not anticipate that the Project will impact air safety or efficient use of the navigable airspace around Ronald Reagan Washington National Airport (DCA). However, FAA form 7460-1, Notice of Proposed Construction or Alteration must be filed with the FAA as required by Title 14 of the Code of Federal Regulations (14 CFR Part 77.9) due to the proximity and unknown height of Project elements to DCA. Notice should be filed using the FAA's Obstruction Evaluation / Airport Airspace Analysis (OE/AAA) web portal at <https://oeaaa.faa.gov>.

3.1.2.8. District of Columbia State Historic Preservation Officer

The DC-SHPO has not provided a signed agreement to serve as a participating agency for the EIS; however, National Historic Preservation Act Section 106 consultation comments were provided by letter dated October 26, 2016. DC-SHPO is therefore included as a participating agency for the EIS. The DC-SHPO provided a list of organizations and agencies that it recommended be included in Section 106 consultation.

3.1.2.9. DC Water and Sewer

DC Water has not provided a signed agreement to serve as a participating agency for the EIS; however, scoping comments were provided by letter dated October 7, 2016. DC Water is therefore included as a participating agency for the EIS. DC Water provided detailed information regarding existing and planned utility infrastructure within the Study Area. The Potomac Force Mains include six-foot and eight-foot diameter pipelines running parallel along the western shoreline of East and West Potomac Park through the Study Area. The EIS should consider how existing water and sewer infrastructure will be protected, in addition to providing access for inspection, repair, and replacement of utilities. The Project team should coordinate with Mark Babbitt, Supervisor, Interagency Planning and Permitting. The combined Sewer System Long Term Control Plan (LTCP), also known as the DC Clean Rivers Project, includes the Potomac River Tunnel (PRT) Project, currently in planning. DC Water, as co-lead agency with NPS is currently preparing an EIS for the Project. Alternatives for the Project, including tunnels, should be coordinated with DC Water.

3.1.2.10. Virginia Marine Resources Commission

VMRC declined FRA's invitation to act as a participating agency for the EIS by email dated September 28, 2016. FVMRC indicated that no permit is likely to be required from the VMRC for work in the Potomac River in the Study Area. However, should there be any impacts to tidal wetlands or to streams located in Virginia, a permit may be required from VMRC. The Joint Permit Application should be completed and submitted to VMRC for review and permitting decisions.

3.1.2.11. Virginia Department of Historic Resources

VDHR concurred on its role as a participating agency for the EIS by signed agreement dated September 9, 2016. By letter dated October 14, 2016, VDHR provided a list of organizations and agencies that they recommended be included in Section 106 consultation.

3.1.2.12. Virginia Department of Environmental Quality

VDEQ has not provided a signed agreement to serve as a participating agency for the EIS; however, scoping comments were provided by email dated September 6, 2016. VDEQ is therefore included as a participating agency for the EIS. VDEQ provided the following comments for consideration during the development of the EIS.

- **Land Protection Division:** If any solid or hazardous waste is generated or encountered during construction, FRA and DDOT should follow applicable Federal, state, and county regulations for disposal.

- **Air Compliance/Permitting:** During construction, the Project is subject to the Fugitive Dust/Fugitive Emissions Rule 9 VAC 5-50-60 through 9 VAC 5-50-120. In addition, should the Project install fuel burning equipment (Boilers, Generators, Compressors, etc.), or any other air pollution emitting equipment, the Project may be subject to 9 VAC 5-80, Article 6, Permits for New and Modified sources. Contact the Air Permit Manager VDEQ-Northern Regional Office prior to installation or construction, and operation, of fuel burning or other air pollution emitting equipment for a permitting determination. Should any open burning or use of special incineration devices be employed in the disposal of land clearing debris during demolition and construction, the operation would be subject to the Open Burning Regulation 9 VAC 5-130-10 through 9 VAC 5-130-60 and 9 VAC 5-130-100.
- **Virginia Water Protection Permit (VWPP) Program:** A VWPP from VDEQ may be required should impacts to surface waters be necessary. VDEQ VWPP staff recommends that the avoidance and minimization of surface water impacts to the maximum extent practicable as well as coordination with the USACE. Upon receipt of a Joint Permit Application for the proposed surface water impacts, VDEQ VWPP staff will review the proposed Project in accordance with the VWPP program regulations and current VWPP program guidance.
- **Water Permitting/VPDES Program/Stormwater:** All applicable regulations related to stormwater management and erosion and sediment controls should be followed.

3.1.2.13. Metropolitan Washington Airports Authority

MWAA concurred on its role as a participating agency for the EIS by signed agreement dated September 7, 2016. By letter dated October 6, 2016, MWAA provided a figure showing maximum allowed heights for the proposed Project (heights of rail cars, utility poles, and other structures) based on airport critical surfaces. These heights are preliminary and are for planning purposes only. MWAA indicated that additional coordination with FAA (including submittal of a Form 7460 – Notice of Proposed Construction or Alteration) would likely be required.

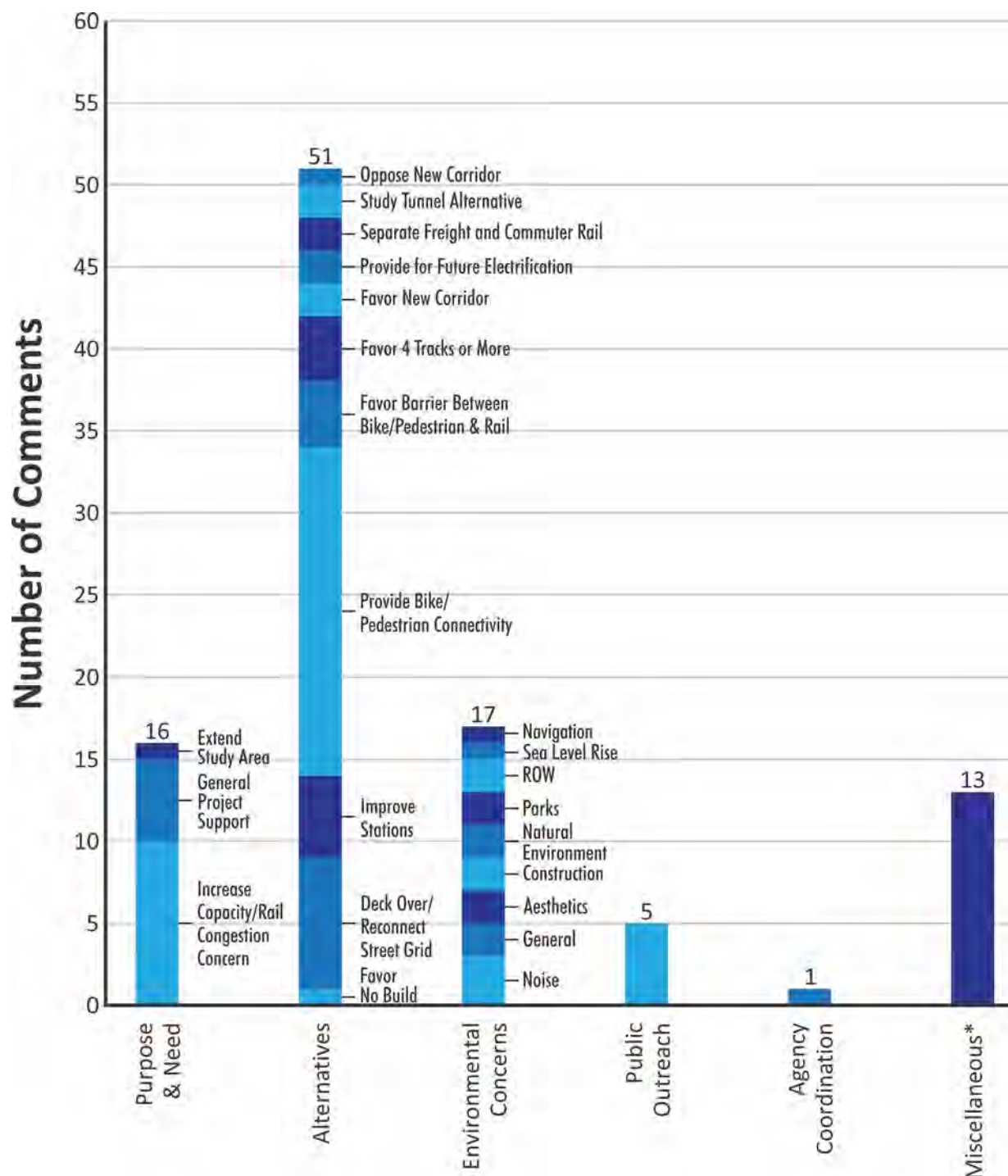
3.2. Public Comments

Eighty public comment submissions were received during the scoping period, which included 16 written comment forms and 41 “sticky notes” from the public meeting, 21 submissions through the Project website or directly to the Project e-mail address, and two letters mailed to the FRA Environmental Protection Specialist. Public e-mailed comments also include submissions from the following six organizations (**Appendix E-2**):

- The Committee of 100 on the Federal City
- Virginians for High Speed Rail
- Friends of Long Bridge Park
- Crystal City Civic Association
- Southern Environmental Law Center
- Washington Area Bicyclist Association (WABA)

The Project team reviewed each submission to identify individual comments. **Appendix E-1: Public Scoping Comments Matrix** includes all individual comments which are summarized in **Figure 2** by topic area and discussed in the sections that follow. Note that an individual submission may have contained multiple comments; therefore, the total number of comments shown in **Figure 2** is greater than the 80 submissions received.

Figure 2: Topical Summary of Public Scoping Comments



* Miscellaneous comments include requests to be added to the Project e-mail list, notes indicating that an individual's comments would be submitted at a later date, or comment/Title VI forms submitted at the public meeting with no written comments provided. Additionally, two "sticky notes" commented on property or resources outside of the scope of the Project.

3.2.1. Draft Purpose and Need

Five comments offered general support for the Project. Ten comments supported the Project and cited the need to increase rail capacity or concerns for rail congestion across the Potomac River. One comment suggested that the Study Area should be extended 0.5 mile further south to study a dual platform Crystal City VRE station to provide access between DCA and Crystal City.

The Committee of 100 (C100) expressed concern that the current estimates of trains using the bridge are not accurate and therefore impact the 2040 estimates and capacity analysis. The C100 also commented that the EIS should consider the potential increase in passenger demand from high-speed rail and planned increases in commuter rail, including run-through trains, which will increase estimated rail traffic. The C100 indicated that increased rail traffic results in a need for at least a five-track bridge, but the right-of-way (ROW) only allows for four.

Virginians for High Speed Rail concurred on the need for the Project and noted that the projected 159 percent increase in the number of trains by 2040 will leave no elasticity or redundancy in the rail network to deal with any problems that may arise. They noted that the projected decrease in on-time performance for Amtrak trains will reduce reliability, resulting in a quantifiable impact on ridership. This further increases the operational investment needed from the taxpayers of Virginia.

WABA stated that the draft EIS Purpose and Need Statement is too narrowly focused on the needs of freight and passenger rail. WABA further suggested that expanding the capacity, redundancy, and regional connectivity of the bicycle trail network should be a core element of the draft EIS Purpose and Need Statement and selection criteria.

3.2.2. Alternatives

Comments received during scoping were generally in support of a build alternative. One comment opposed a build alternative on a new corridor alignment. Two comments suggested that the team further study a tunnel alternative. Two comments suggested the team consider an alternative that separates freight and interstate rail from commuter services. Two comments requested that the build alternatives provide the potential for future electrification of the rail line. Two comments were in favor of providing a new corridor crossing the Potomac. Four comments supported further study of alternatives that included at least four tracks. Four comments cited the importance of providing a safety barrier separating bikes and pedestrians from rail. Twenty comments supported providing bike and pedestrian access. Five “sticky note” comments at the public meeting suggested potential

improvements to stations within the Corridor. Eight “sticky note” comments suggested decking over the existing rail lines or otherwise reconnecting the existing street grid. One comment favored the “No Build” alternative.

In order to accommodate future freight and passenger traffic on five tracks, the C100 requested that the EIS evaluate two river crossings - the Long Bridge Corridor, and an additional corridor between the Southeast quadrant of the District and Alexandria, Virginia.

The Friends of Long Bridge Park and Crystal City Civic Association noted their support for alternatives providing increased local access for the Crystal City community by including a pedestrian and bike lane from Long Bridge Park to the Mt. Vernon Trail and the District.

The Southern Environmental Law Center recommended against further consideration of alternatives that would add general purpose automobile lanes at this crossing due to potential impacts to community and environmental resources. However, it was recommended that the EIS further consider a bicycle and pedestrian crossing to connect existing trail networks and reduce air pollution by promoting greater usage of these travel modes.

3.2.3. Environmental Concerns

Two comments cited general environmental concerns regarding the impacts of build alternatives. Comments regarding potential impacts to specific resources included: construction (2), noise (3), aesthetics (2), natural environment and habitat (2), sea level rise and stormwater (1), navigation (1), ROW (2), and parks (2).

The Friends of Long Bridge Park and Crystal City Civic Association noted concern about trains blowing whistles at the VRE station and the noise of the trains generated by increased train traffic. They also noted concern about impacts to the environment including Roaches Run, other parks, local wildlife, and vegetation.

The Southern Environmental Law Center noted that the Study Area includes significant historic, community, and environmental resources. It requested that the EIS thoroughly evaluates potential impacts to these resources, as well as options to avoid and minimize these impacts.

3.2.4. Public Outreach

Four comments provided positive feedback on the meeting venue, advertisement of the meeting, displays, and knowledge of the Project team. However, there was some concern that the meeting venue

was dimly lit. One comment suggested that the NOI, draft EIS Purpose and Need Statement, and Project sponsors could be more clearly identified.

3.2.5. Agency Coordination

One comment, from C100, questioned how this study and other major rail studies looked at the use of Long Bridge, and how approaches are being coordinated among FRA, the District, Virginia, Amtrak, and civic and local development interests interested in restoring Maryland Avenue to its original ROW.

3.3. Railroad Stakeholder Comments

3.3.1. Amtrak

Amtrak provided scoping comments by e-mail dated January 18, 2017 (see **Appendix F**). Amtrak expressed its interest in working with FRA/DDOT and CSXT to enhance capacity, frequency, and safe rail operations over the Long Bridge. Additionally, Amtrak noted that during the Phase I and II of the Project it provided information about future rail operations over the bridge. Amtrak will continue to coordinate with the Project team during development of the EIS to work towards an outcome that will suit all bridge users. Amtrak recognizes the importance and significance of Long Bridge to the operations of CSXT, VRE, and Amtrak.

3.3.2. CSXT

CSXT, owner and freight rail operator of the Long Bridge, provided scoping comments by letter dated October 14, 2016 (see **Appendix F**). CSXT clarified its intent to comment throughout the EIS process, and suggested that certain concepts be included or excluded as alternatives as the screening analysis progresses. CSXT comments regarding the draft EIS Purpose and Need Statement and alternatives are summarized below.

3.3.2.1. Purpose and Need

CSXT confirmed the Long Bridge Corridor is a "critical link in the local, regional, and national railroad network," and the only freight rail crossing of the Potomac River between the District and Virginia. CSXT cited the National Gateway program investment of nearly a billion dollars in rail infrastructure and intermodal terminals to link Mid-Atlantic ports with Midwestern markets, including a double-stack cleared route for intermodal movements through the District. CSXT also cited Virginia's \$1.4 billion Atlantic Gateway project, which includes construction of a fourth track from the south bank of the Potomac River to Alexandria as well as funding to advance engineering of improvements to the Long

Bridge. Atlantic Gateway is funded in part with a \$165 million Federal Fostering Advancements in Shipping and Transportation for the Long-term Advancement of National Efficiencies (FASTLane) grant.

CSXT explained that the Long Bridge has sufficient capacity to support the current and future needs of CSXT's freight rail network; however, CSXT tracks accommodate Amtrak and VRE, which has led to significant congestion and delays to CSXT's freight trains. Any proposed action must ensure that CSXT has the right to use the bridge or comparable facilities to meet the present and future demands of its freight network, and that passenger issues are resolved in a manner that allows CSXT's freight network to operate at full capacity. An alternative that impairs the operation of CSXT's rail network is neither feasible nor reasonable in its opinion.

CSXT noted that expanded passenger usages would impact the rail network beyond the Long Bridge Corridor which would require analysis, modeling, and funding of infrastructure improvements, all of which would require the participation of various public authorities and the consideration and approval of CSXT. CSXT cited four core principles imperative to passenger service projects on the CSXT network: safety, capacity, liability, and compensation.

3.3.2.2. Alternatives

CSXT also commented on the alternatives screening criteria, as summarized below:

1. Safety must be a critical consideration in all alternatives.
2. No alternative can interfere with the operation of the freight network.
3. Alternatives need to consider the existing infrastructure immediately north and south of the Long Bridge.
4. Existing operations must be accommodated during construction.
5. Bridge concepts should include alternative and separate structures.
6. The corridor should support interoperability and commingled freight and passenger service.

3.4. Initial Responses to Scoping Comments

3.4.1. Purpose and Need

The Project EIS will clearly present the Purpose and Need for the Project, including existing and projected train volumes that have been established through railroad stakeholder coordination.

3.4.2. Alternatives

The Project EIS will evaluate a range of alternatives that will meet the Purpose and Need, including addressing the capacity deficiencies of the Long Bridge. FRA will define these alternatives and evaluate their suitability for further study in the EIS using screening criteria developed through the agency and public coordination process. The alternatives must facilitate the movement of people and freight, including connections to other parts of the network; consistent with adopted transportation plans, now and in the future. The Project team has developed a two level screening process for the EIS:

1. Preliminary concepts will be screened by FRA and DDOT to determine those most reasonable based on criteria from the Purpose and Need statement and comments received during scoping period; and
2. Concepts that pass through preliminary screening will undergo detailed engineering and environmental screening to identify alternatives to be analyzed in the EIS.

3.4.3. Environmental Concerns

In accordance with FRA's Procedures for Considering Environmental Impacts and CEQ's NEPA regulations, the EIS will evaluate the potential impacts to the full range of environmental issues and concerns in the categories listed below. The EIS will consider agency and public scoping comments in the analysis.

- Transportation
- Social and economic conditions
- Property acquisition
- Historic and archaeological resources
- Parks and recreational resources
- Visual and aesthetic resources
- Air quality
- Aquatic navigation
- Greenhouse gas emissions and resilience
- Noise and vibration
- Ecology (including wetlands, water and sediment quality, floodplains, and biological resources)
- Threatened and endangered species
- Hazardous waste and contaminated materials
- Environmental Justice

3.4.4. Public Outreach

FRA and DDOT will provide opportunities for public involvement throughout the NEPA process through the Project website, contact list, public information meetings, and public comment periods. FRA and DDOT prepared the *Long Bridge Project EIS Agency and Public Coordination Plan* (November 2016) in

accordance with the requirements of 23 USC 139. The *Agency and Public Coordination Plan* describes the strategies for public involvement and was made available to the public on the Project website November 23, 2016.

3.4.5. Agency Coordination

Throughout the NEPA process, agency coordination will occur in compliance with NEPA and other applicable regulatory requirements. Concurrent with the EIS, FRA and DDOT will work toward obtaining permits and approvals pursuant to, but not limited to: Section 106 of the NHPA, Sections 9 and 10 of the Rivers and Harbors Act; the Clean Water Act, Sections 401 and 404; Section 4(f) of the Department of Transportation Act of 1966; the National Capital Planning Act of 1952; FAA's 14 CFR 77.9; and EO 12898. The *Agency and Public Coordination Plan* (November 2016) describes the strategies for keeping agencies informed and involved in the Project's environmental review to ensure that their concerns are addressed.

4.0 Conclusion and Next Steps

Comments submitted during scoping will be taken into consideration by the Project team throughout the development of the EIS. The ideas and concerns shared during scoping, in addition to any received throughout the remainder of the study, will be considered in the content of the EIS, including the public and agency involvement process, EIS Purpose and Need Statement, alternatives development, and environmental resources evaluation.

Public and agency involvement in the Project will extend throughout the development of the EIS as described in the *Long Bridge Project EIS Agency and Public Coordination Plan* available on the Project website (www.longbridgeproject.com).

Appendix A:

Federal Register Notices

boarding and exiting the motorcoach and to use the handrail when ascending or descending steps. Encourage passengers to remain seated as much as possible while the motorcoach is in motion. If it is necessary to walk while the motorcoach is moving, passengers should always use handrails and supports.

Methods of Presenting the Amended Safety Information

The following presentation methods are examples of how to present safety information to motorcoach passengers. The list below should not be construed to restrict combinations of the following methods or additional presentation methods.

1. *During passenger boarding*—Informational pamphlets or printed materials could be distributed to motorcoach passengers during boarding.

2. *After passenger boarding and immediately prior to moving the motorcoach*—

a. The driver requests the passengers to review informational pamphlets/printed materials located in the seat back pocket.

b. The driver provides an oral presentation (similar to the presentations by airline flight attendants prior to take-off) with or without informational pamphlets/printed materials as visual aids.

c. An automated presentation over the motorcoach audio system.

d. An automated presentation over the motorcoach video system.

Timing and Frequency of the Presentation

Demand-responsive motorcoach operations, such as charters and tour services, should present the safety information to motorcoach passengers after boarding and prior to movement of the motorcoach.

Fixed route motorcoach service operations should present the safety information at all major stops or terminals, after any new passengers have boarded and prior to movement of the motorcoach.

Issued on: August 18, 2016.

T.F. Scott, Darling, III,
Administrator.

[FR Doc. 2016-20493 Filed 8-25-16; 8:45 am]

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Environmental Impact Statement for the Long Bridge Project in Washington, DC

AGENCY: Federal Railroad Administration (FRA), U.S. Department of Transportation (DOT).

ACTION: Notice of intent (NOI) to prepare an environmental impact statement (EIS).

SUMMARY: FRA announces its intent to prepare an EIS for the Long Bridge Project jointly with the District Department of Transportation (DDOT). The Long Bridge Project (Proposed Action) consists of potential improvements to bridge and related railroad infrastructure located between the Virginia Railway Express (VRE) Crystal City Station in Arlington, Virginia and Control Point (CP) Virginia in Washington, DC. FRA and DDOT will develop the EIS in compliance with the National Environmental Policy Act of 1969 (NEPA), 42 U.S.C. 4321 *et seq.* FRA and DDOT invite the public and Federal, state, and local agencies to provide comments on the scope of the EIS, including the purpose and need; alternatives to analyze; environmental effects to consider and evaluate; methodologies to use for evaluating effects; and the approach for public and agency involvement.

DATES: Persons interested in providing written comments on the scope of the EIS (scoping comments) must do so by September 26, 2016. Please submit written comments via the methods specified below.

A public scoping meeting is scheduled on Wednesday, September 14, 2016, between 3:00 p.m. and 6:00 p.m. in Washington, DC. The meeting will be held at the L'Enfant Plaza Club Room, Promenade Level, 470 L'Enfant Plaza SW., Washington, DC 20024. Oral and written comments will be accepted at the September 14, 2016 meeting. The meeting facilities will be accessible to persons with disabilities. If special translation, signing services, or other special accommodations are needed, please email: info@longbridgeproject.com, or call 202-671-2829 at least one week prior to the meeting.

ADDRESSES: The public and other interested parties are encouraged to submit written scoping comments by mail, the Internet, email, or in person at the scoping meeting. Scoping comments can be mailed to the address identified in the "For Further Information

Contact" paragraph below. Internet and email correspondence may be submitted through the Long Bridge Project Web site (<http://longbridgeproject.com/>) or at info@longbridgeproject.com.

FOR FURTHER INFORMATION CONTACT:

Amanda Murphy, Environmental Protection Specialist, Office of Railroad Policy and Development, Federal Railroad Administration, 1200 New Jersey Avenue SE., (Mail Stop-20), Washington, DC 20590; telephone: (202) 493-0624.

SUPPLEMENTARY INFORMATION: FRA is an operating administration of DOT and is responsible for overseeing the safety of railroad operations, including the safety of any proposed rail ground transportation system. FRA is also authorized to provide, subject to appropriations, funding for intercity passenger and rail capital investments and to provide loans and other financial support for railroad investment. In 2016, FRA awarded DDOT a grant to prepare an EIS for the Proposed Action, and FRA may provide funding or financing for the rehabilitation or replacement of the Long Bridge in the future.

FRA is the lead Federal agency under NEPA; DDOT, as project sponsor, is a joint lead agency. FRA and DDOT will prepare the EIS consistent with NEPA, the Council on Environmental Quality Regulations for Implementing the Procedural Provisions of NEPA in 40 CFR parts 1500-1508; FRA's Procedures for Considering Environmental Impacts in 64 FR 28545, dated May 26, 1999; and 23 U.S.C. 139. After release and circulation of a Draft EIS for public comment, FRA will issue a single document consisting of the Final EIS and a Record of Decision under the Fixing America's Surface Transportation Act (Pub. L. 114-94, section 1304(n)(2)) unless it determines that statutory criteria or practicability considerations preclude issuing a combined document.

The EIS will also document compliance with other applicable Federal, state, and local environmental laws and regulations, including: section 106 of the National Historic Preservation Act; the Clean Water Act; section 4(f) of the Department of Transportation Act of 1966; the Endangered Species Act; Executive Order 11988 and USDOT Order 5650.2 on Floodplain Management; Executive Order 11990 on Protection of Wetlands; the Magnuson-Stevens Act related to Essential Fish Habitat; the Coastal Zone Management Act; and Executive Order 12898 on Environmental Justice.

Project Background

The current Long Bridge, dating from 1904, is owned and maintained by CSX Transportation (CSXT). It is the only freight railroad crossing over the Potomac River between the District of Columbia and the Commonwealth of Virginia. The two-track bridge serves CSXT freight trains, National Railroad Passenger Corporation (Amtrak) passenger rail trains, and VRE commuter rail trains. Norfolk-Southern (NS) has trackage rights on the bridge and connecting CSXT tracks but does not currently exercise those rights.

In 2011, DDOT received a High Speed Intercity Passenger Rail grant from FRA to complete a two-phase feasibility study of the rehabilitation or replacement of the Long Bridge. Long Bridge Study Phase I included a preliminary operations plan; visual inspection of the corridor; initial evaluation of existing and future capacity needs; and preliminary development of conceptual alternatives. Phase II of the Long Bridge Study developed a draft Purpose and Need Statement; developed a service plan based on future demand in the corridor; further refined conceptual alternatives; and defined evaluation criteria to screen and identify alternatives which will be carried forward for analysis. In 2016, DDOT received a Transportation Investment Generating Economic Recovery grant from FRA for the preparation of the Long Bridge EIS (Phase III).

The Long Bridge is located within the Washington Monumental Core. The EIS Study Area extends approximately 3.2 miles from the VRE Crystal City Station in Arlington, Virginia to CP Virginia located near Third Street SW., in Washington, DC. The EIS Study Area includes Federal park land managed by the National Park Service; historic and cultural properties; the Potomac River; offices, hotels, and apartment buildings; transportation facilities (VRE Crystal City Station, VRE L'Enfant Station, Long Bridge, eleven other railroad bridges, and four roadway bridges); and numerous pedestrian and bicycle trails.

Purpose and Need

The purpose of the Proposed Action is to address reliability and long-term railroad capacity issues for the Long Bridge corridor. The Proposed Action is needed to identify alternatives that would increase capacity to meet projected demand for passenger and freight rail services; improve operational flexibility and resiliency; and provide redundancy for this critical link in the

local, regional, and national railroad network.

The need to make improvements to the Long Bridge corridor is noted in various studies. An Amtrak study in 1999 (*Potential Improvements to the Washington Richmond Railroad Corridor*) identifies the Washington Metropolitan Area, including the Long Bridge, as the most critical section of the Southeast High Speed Rail (SEHSR) corridor and stated the need for capacity improvements. Following the 1999 infrastructure study, FRA completed a Tier 1 EIS for the SEHSR corridor (May 2002). The Tier 1 EIS identified a Preferred Alternative that utilized the Richmond, Fredericksburg & Potomac rail corridor, which includes the Long Bridge. VRE's *System Plan 2040* states that increasing the capacity at the Long Bridge is critical to its long-term growth and development. Additionally, the Metropolitan Washington Council of Governments' *National Capital Region Freight Plan* recommends a new rail bridge over the Potomac to minimize rail conflicts between passenger and freight trains.

Current and projected rail demand supports the need for capacity improvements to the Long Bridge corridor. Intercity passenger and commuter services operate at or close to capacity within the corridor during the morning peak hour, with eight passenger train movements scheduled in 60 minutes. Over the course of a full weekday, Amtrak and VRE currently operate 24 and 32 trains across the Long Bridge, respectively. CSXT freight trains operate approximately 18 through-freight trains each day on the same tracks used by the two passenger train operators.

Future rail demand during peak periods is forecasted to exceed the current capacity for Long Bridge. According to the service plan developed in Phase II of the Long Bridge Project, over the course of the full day, the number of trains crossing the bridge in 2040 is expected to increase to 44 trains for Amtrak, 92 for VRE, eight for the Maryland Area Regional Commuter (MARC); 42 for CSXT, and six for NS. The projected growth represents an average increase of over 100 percent in traffic on the bridge compared to 2015. The existing track infrastructure, which is limited by the two-track design of the Long Bridge, cannot support the increased demand.

The removal of additional rail capacity bottlenecks east and south of the Long Bridge, combined with population and employment growth in the Washington Metropolitan Area, increases the need for greater railroad

capacity within the wider corridor. Attempting to serve future intercity passenger and freight rail demand solely on the current Long Bridge would not provide needed resiliency or redundancy within the Virginia to DC rail network. Limited capacity, coupled with shared-use infrastructure within the corridor, limits the flexibility of commuter, intercity passenger, and freight service to operate efficiently. These conditions create a systemic bottleneck that results in operational conflicts and delays, decreasing reliability and on-time performance of train operations. Currently, there are no reasonable detours to route rail traffic around the Long Bridge for maintenance or emergencies without extensive service delays.

This bottleneck limits efficient network connectivity for the rail operators within the Long Bridge corridor, including CSXT, VRE, Amtrak, and potentially MARC, and the overall transportation network. It also affects rail operations well beyond the limits of the Long Bridge corridor given the extensive reach of freight, commuter, and intercity passenger services along the eastern U.S. and beyond.

Proposed Alternatives To Consider

The EIS will consider a range of reasonable alternatives that FRA and DDOT will develop based on the purpose and need for the Proposed Action, information obtained through the scoping process, and previous reports. The 2015 Long Bridge Study Phase I identified concepts that are included in the initial range of alternatives to be considered in the EIS. FRA and DDOT will evaluate and screen the Phase I concepts and additional concepts during the NEPA process for elimination or further refinement. Alternatives will include the No-Build Alternative and Build Alternatives, including potential rehabilitation and/or replacement of the existing bridge.

Possible Effects

The EIS will analyze the potential direct, indirect, and cumulative effects of the alternatives on the social, economic, and environmental resources in the Study Area. Environmental resources include, but are not limited to:

- Transportation;
- Social and economic conditions;
- Property acquisition;
- Parks and recreational resources;
- Visual and aesthetic resources;
- Historic and archaeological resources;
- Air quality;
- Aquatic navigation;
- Greenhouse gas emissions and resilience;
- Noise and vibration;

• Ecology (including wetlands, water and sediment quality, floodplains, and biological resources);

- Threatened and endangered species;
- Contaminated materials; and
- Environmental Justice.

This analysis will include identification of study areas appropriate for each resource; documentation of the affected environment; and identification of measures to avoid and/or mitigate significant adverse impacts.

Scoping and Comments

This Notice initiates the scoping process under NEPA, which helps guide the development of the Draft EIS. The FRA and DDOT invite comments from the public and all interested parties regarding the scope of the EIS to ensure that relevant issues, applicable planning efforts, constraints, and reasonable alternatives are addressed early in the development of the EIS. FRA and DDOT will also directly contact appropriate Federal, state, and local agencies as well as and private organizations that have previously expressed or that are known to have an interest in the Proposed Action.

FRA and DDOT will coordinate with participating agencies during development of the Draft EIS under 23 U.S.C. 139. FRA will invite all agencies and Native American Tribes that may have an interest in the Proposed Action to become participating agencies for the EIS. If an agency or Native American Tribe is not invited and would like to participate, please contact FRA ("For Further Information Contact" section). The lead agencies will develop a Coordination Plan summarizing how the public and other agencies will be engaged in the process. The Coordination Plan will be posted to the Project Web site (<http://longbridgeproject.com/>) and to FRA's Web site (www.fra.dot.gov/Page/P0214).

Future Public Participation and Outreach

At various milestones during the development of the Long Bridge EIS, FRA and DDOT will provide additional opportunities for public and interested party consultation, such as public meetings, open houses, newsletters, and requests for comments/review of the EIS. Dates, times, and locations for public meetings and other opportunities for public participation will be announced through the Long Bridge Project Web site (<http://longbridgeproject.com/>), mailings, public notices, advertisements, and press releases.

Issued in Washington, DC, on August 19, 2016.

Felicia Young,

Acting Director, Office of Program Delivery.

[FR Doc. 2016-20481 Filed 8-25-16; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2016-0084; Notice 2]

Withdrawal of Amendments to Highway Safety Program Guidelines

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

ACTION: Notice withdrawal.

On August 23, 2016, NHTSA inadvertently published, at 81 FR 57646, a notice seeking comments on a new uniform guideline for State highway safety programs, issued pursuant to section 402 of title 23 of the United States Code requires the Secretary of Transportation to promulgate uniform guidelines for State highway safety programs. NHTSA is withdrawing the August 23, 2016 notice.

Authority: 44 U.S.C. Section 3506(c)(2)(A).

Issued on: August 23, 2016.

Jeff Michael,

Associate Administrator, Research and Program Development.

[FR Doc. 2016-20578 Filed 8-24-16; 11:15 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

[Docket No. DOT-OST-2016-0069]

Agency Information Collection Activities: Request for Comments; Clearance of a New Information Collection(s): U.S. Department of Transportation Accessibility Concern Form

AGENCY: Office of the Secretary, Department of Transportation.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1994, (44 U.S.C. 3501 *et seq.*), this notice announces the U.S. Department of Transportation's (DOT) intention to request the Office of Management and Budget's (OMB) approval for the utilization of the U.S. Department of

Transportation Accessibility Concern Form when reporting accessibility challenges faced during travel on our Nation's streets, sidewalks, crosswalks, buses, trains, airports, and planes. The system will provide an accessible, coordinated, and seamless web-based portal for the traveling public to submit accessibility problems or challenges they face during travel on the Nation's streets, sidewalks, crosswalks, buses, trains, airports, and planes. The establishment of the system is in response the President's National Council on Disability (NCD) Report, "Transition Update: Where We've Been and What We've Learned," released in 2015, as well as a letter to the Secretary of Transportation from the NCD dated May 12, 2015. The information received through the system will strengthen DOT's ability to understand the challenges and impacts that passengers with disabilities face every day when they use our nation's transportation systems. A **Federal Register** Notice with a 60-day comment period soliciting comments on this information collection was published on June 13, 2016 (81 FR 38264). No comments were received.

DATES: Comments on this notice must be received by September 26, 2016.

ADDRESSES: Send comments regarding the burden estimate, including suggestions for reducing the burden, to the Office of Management and Budget, Attention: Desk Officer for the Office of the Secretary of Transportation, 725 17th Street NW., Washington, DC 20503. Comments may also be sent via email to OMB at the following address: oir-submissions@omb.eop.gov.

FOR FURTHER INFORMATION CONTACT: Yvette Rivera, Departmental Office of Civil Rights, Office of the Secretary, U.S. Department of Transportation, 1200 New Jersey Avenue SE., Washington, DC 20590; 202-366-4648; adaconcerns@dot.gov.

SUPPLEMENTARY INFORMATION:

OMB Control Number: XXXX-NEW.

Title: Transportation Accessibility Concern Form.

Form Numbers: None.

Type of Review: OMB Approval.

Background: The current process for submitting concerns about American with Disabilities Act, as amended, (ADA) and other related civil rights violations is fragmented across the Department—sometimes being time consuming and cumbersome for the traveling public. Establishing a streamlined and consistent process would respond directly to the President's National Council on Disability, and more importantly, the

additional public notification. The format of the meeting will consist of a presentation describing the proposed Coachella Valley—San Geronio Pass Corridor Service Project, objectives, and existing conditions. Following the presentation, scoping meeting attendees will be able to participate in an open house format that encourages questions and comments on the Project from the public.

Felicia Young,

Acting Director, Office of Program Delivery.

[FR Doc. 2016–24597 Filed 10–6–16; 4:15 pm]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Environmental Impact Statement for the Long Bridge Project in Washington, DC

AGENCY: Federal Railroad Administration (FRA), U.S. Department of Transportation (DOT).

ACTION: Extension of agency and public scoping comment period, Long Bridge project.

SUMMARY: On August 26, 2016, FRA published a Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) for the Long Bridge Project jointly with the District of Columbia Department of Transportation (DDOT) (81 FR 59036). The Proposed Action consists of potential improvements to Long Bridge and related railroad infrastructure located between the Virginia Railway Express (VRE) Crystal City Station in Arlington, Virginia and Control Point (CP) Virginia in Washington, DC. In announcing its intent, FRA and DDOT established a 30-day public comment period that was scheduled to end on September 26, 2016. In consideration of requests for additional time to comment, FRA and DDOT are extending the scoping comment period to October 14, 2016. The extension provides agencies and the public with 30 days to submit comments following public and interagency scoping meetings held on September 14, 2016.

DATES: The scoping comment period for the Long Bridge Project is extended to October 14, 2016.

ADDRESSES: Scoping comments can be mailed to the address identified under the **FOR FURTHER INFORMATION CONTACT** caption below. Internet and email correspondence may be submitted through the Long Bridge Project Web site <http://longbridgeproject.com/> or at info@longbridgeproject.com.

FOR FURTHER INFORMATION CONTACT: Ms. Amanda Murphy, Environmental Protection Specialist, Office of Railroad Policy and Development, Federal Railroad Administration, 1200 New Jersey Avenue SE., (Mail Stop–20), Washington, DC 20590; telephone: (202) 493–0624.

SUPPLEMENTARY INFORMATION: More information about the Long Bridge Project is available at <http://longbridgeproject.com/>.

Issued in Washington, DC, on October 5, 2016.

Felicia B. Young,

Acting Director, Office of Program Delivery.

[FR Doc. 2016–24522 Filed 10–7–16; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[Docket No. FTA–2016–009]

Final Notice on Updates to the Uniform System of Accounts (USOA) and Changes to the National Transit Database (NTD) Reporting Requirements

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice, response to comments.

SUMMARY: This Notice finalizes updates to the USOA and changes to NTD Automatic Passenger Counter Certification requirements.

DATES: Full implementation required in report year 2018.

FOR FURTHER INFORMATION CONTACT: Maggie Schilling, National Transit Database Deputy Program Manager, FTA Office of Budget and Policy, (202) 366–2054 or margaret.schilling@dot.gov.

SUPPLEMENTARY INFORMATION:

Table of Contents

- A. Background
- B. Response to Comments on Proposed Updates to the USOA and Changes to NTD Reporting Requirements
- C. Response to Comments on the Revised APC Certification Process
- D. Overview of Final Updates to the USOA, NTD Reporting Requirements and APC Certification

A. Background

On February 3, 2016, FTA published a **Federal Register** notice (initial notice) (Docket No. FTA–2016–009) for comment on proposed updates to the USOA and changes to NTD reporting requirements. The USOA is the basic reference document that describes how transit agencies are to report to the NTD. The USOA was originally published in

1977 when NTD reporting began. While the NTD has undergone numerous and substantial changes in the past 38 years, the USOA was last updated for minor changes in 1995. The notice described various proposed changes to the USOA to better align with today's NTD and accounting practices and to address FTA data needs and common questions among NTD reporters. In the initial notice, FTA proposed the following changes:

- A. Separation of “Passenger-Paid Fares” and “Organization-Paid Fares”
- B. Separation of “Paid Absences” from “Fringe Benefits”
- C. Consolidation of “Casualty and Liability Costs” under General Administration Function
- D. Expansion of Assets and Liabilities Object Classes (F–60)
- E. Addition of “Voluntary Non-Exchange Transactions”
- F. Addition of “Sales and Disposals of Assets”
- G. Simplification of State Fund Reporting
- H. Reorganization of B–30 Contractual Relationship

Additionally, the initial notice proposed changes to the NTD reporting requirements that are not directly addressed in the updated USOA, which are as follows:

- I. Separation of Operators’ and Non-Operators’ Work Hours and Counts
- J. Enhanced Auditor’s Review
- K. Revised Automatic Passenger Counter (APC) Certification Process

In the initial notice, FTA proposed that it would begin implementing the proposed reporting requirements beginning with the FY 2017 NTD reporting cycle.

B. Response to Comments on Proposed Updates to the USOA and Changes to NTD Reporting Requirements

The comment period for the initial notice closed on April 4, 2016. The following is a summary of the comments from the initial notice related to the updates to the USOA and NTD reporting requirements.

Comment: Three commenters raised a concern over the separation of “Passenger-Paid Fares” and “Organization-Paid Fares.” Commenters opposed the separation of “Passenger-Paid Fares” and “Organization-Paid Fares” stating that the additional information will add little, if any, value to the NTD report. Commenters noted that adding these additional reporting requirements will only increase the cost of compliance for reporting agencies. One commenter specifically raised a concern stating that the proposed

Appendix B:

Agency Scoping

Appendix B-1:

Agency Scoping Initiation Letters

Long Bridge Project EIS - Agency Scoping Initiation Letter Distribution List

COOPERATING AGENCIES (FEDERAL)	PARTICIPATING AGENCIES (DISTRICT)
Virginia Department of Rail and Public Transportation (DRPT)	DC Office of Planning
Peter Burrus	Dan Emerine
Virginia Railway Express (VRE)	DC State Historic Preservation Office (DC-SHPO)
Oscar Gonzalez	Andrew Lewis
National Park Service (NPS)	DC Water and Sewer Authority
Tammy Stidham	Roger Gans
Federal Transit Administration (FTA)	District Department of Energy & Environment (DDOEE)
Melissa Barlow	Tommy Wells
National Capital Planning Commission (NCPC)	PARTICIPATING AGENCIES (STATE/REG)
Elizabeth Miller, AICP	Maryland DOT (MTA/MARC)
U.S. Army Corps of Engineers (USACE) - Baltimore	Pete K. Rahn
Kathy Anderson	Virginia Department of Environmental Quality (VDEQ)
U.S. Army Corps of Engineers (USACE) - Norfolk	Thomas A. Faha
William Walker	Virginia Department of Game and Inland Fisheries (VDGIF)
U.S. Coast Guard (USCG)	Robert "Bob" W. Duncan
Hal Pitts, Commander	Virginia Department of Transportation (VDOT)
U.S. Commission of Fine Arts (CFA)	Helen Cuervo
Frederick Lindstrom	Virginia Marine Resources Commission (VMRC)
U.S. General Services Administration (GSA) National Capital Region	John M.R. Bull
Julia E. Hudson	Washington Metropolitan Area Transit Authority (WMATA)
PARTICIPATING AGENCIES (FEDERAL)	Shyam Kannan
Federal Aviation Administration (FAA)	Virginia Department of Historic Resources (DHR)
Chad Carper	Andrea Kampinen
Federal Emergency Management Agency (FEMA)	PARTICIPATING AGENCIES (OTHER)
MaryAnn E. Tierney	Arlington County
Federal Highway Administration (FHWA), District Division	Dennis Leach
Michael Hicks	City of Alexandria
Federal Highway Administration (FHWA) - Eastern Federal Lands Highway Division	Lee Farmer, AICP
Lisa Landers	Metropolitan Washington Airports Authority
Military District of Washington - Joint Force Headquarters	John E. Potter
Major General Bradley A. Becker	Metropolitan Washington Council of Governments (MWCOG)
National Marine Fisheries Service of NOAA	Chuck Bean
Kristy Beard (Potomac)	Pamunkey Indian Tribe
Dave O'Brien (Virginia)	Robert Gray
U.S. Environmental Protection Agency (EPA)	
Shawn M. Garvin	
U.S. Fish & Wildlife Service (FWS)	
Genevieve LaRouche	

Invited Cooperating Total: 9

Invited Participating Total: 26

Overall Total Letters to Leads: 35

Note: Agencies accepted roles are reflected in Table 1 of the Scoping Report.



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 15, 2016

Mr. Frederick Lindstrom
Assistant Secretary
U.S. Commission of Fine Arts
401 F Street NW
Washington, DC 20001

Re: Long Bridge Project EIS Scoping; Invitation to be a Cooperating Agency and Participating Agency

Dear Mr. Lindstrom:

The Federal Railroad Administration (FRA), in coordination with the District Department of Transportation (DDOT), is preparing an Environmental Impact Statement (EIS) for the Long Bridge Project. The project consists of potential improvements to the Long Bridge and related railroad infrastructure (Proposed Action). The EIS will be prepared in accordance National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et. seq.*) (NEPA), Council on Environmental Quality NEPA regulations (40 CFR parts 1500–1508), FRA NEPA Procedures (64 FR 28545 dated May 26, 1999 and 78 FR 2713 dated January 14, 2013), and 23 U.S.C. 139. The purpose of this letter is to:

- 1) Announce a 30-day EIS scoping comment period beginning **August 26, 2016** and,
- 2) Invite your agency's participation in the EIS process as a cooperating and/or a participating agency.

Long Bridge Project Background

The current Long Bridge was constructed in 1904 and is owned and maintained by CSX Transportation (CSXT). It is the only freight railroad crossing over the Potomac River between the District of Columbia and Virginia. Currently, the two-track bridge serves CSXT freight trains, National Railroad Passenger Corporation (Amtrak) passenger rail, and VRE commuter rail. Norfolk-Southern retains trackage rights to operate over the bridge but does not exercise them today.

The Long Bridge is located within the Washington Monumental Core. The EIS Study Area extends approximately 3.2 miles from the VRE Crystal City Station in Arlington, VA to Control Point Virginia located near 3rd Street, SW in Washington, DC (see attachment). The Study Area includes federal park land managed by the National Park Service; historic and cultural properties; the Potomac River; offices, hotels, and apartment buildings; transportation facilities (VRE Crystal City Station, VRE L'Enfant Station, Long Bridge, eleven other railroad bridges, and four roadway bridges); and numerous pedestrian and bicycle trails.

The purpose of the Proposed Action is to address reliability and long-term railroad capacity issues for the Long Bridge corridor. The Proposed Action is needed to identify alternatives that would increase capacity to meet projected demand for passenger and freight rail services; improve operational flexibility and resiliency; and provide redundancy for this critical link in the local, regional, and national railroad network.

Long Bridge EIS and Agency Involvement

FRA is the lead Federal agency for the Project under NEPA, and DDOT is a joint lead agency. Currently, there is no funding for construction of the project, but the EIS is being prepared because FRA may provide construction funding in the future. The goal of the EIS is to provide FRA and DDOT with information to assess alternatives that will meet the Proposed Action's purpose and need; evaluate potential environmental impacts that could result from the alternatives; identify avoidance/mitigation measures associated with potential environmental impacts; and select Preferred Alternative.

FRA and DDOT identified your agency as having a potential interest in the Proposed Action. With this letter, your agency is invited to be a participating agency in accordance Section 139 of the Fixing America's Surface Transportation Act of 2015 (23 U.S.C. 139).¹ Additionally, FRA and DDOT invites U.S. Commission of Fine Arts to be a cooperating agency pursuant to 40 CFR 1501.6 because your agency may have jurisdiction by law over an area that will be affected by the Proposed Action and/or special expertise with respect to a particular environmental issue.

FRA and DDOT suggest that your agency's role as a participating agency and cooperating agency in the Long Bridge EIS should also include the following:

1. Provide comments, responses, studies, or methodologies on those areas within the special expertise or jurisdiction of the agency;
2. Use the process to address any environmental issues of concern to the agency;
3. Identify, as early as practicable, any issues of concern regarding the Proposed Action's potential environmental or socioeconomic impacts (cooperating agency only);
4. Provide meaningful and early input in defining the purpose and need, determining the range of alternatives to be considered, and identifying the methodologies and level of detail needed in the assessment of impacts (cooperating agency only);
5. Participate in coordination meetings, study team meetings, and joint field reviews as appropriate and to the extent agency resources allow (cooperating agency only); and
6. Timely review and comment on environmental documentation (cooperating agency only).

A Notice of Intent (NOI) to prepare the EIS will be published in the Federal Register. Following the NOI publication, a 30-day public scoping period will commence on August 26, 2016. An interagency scoping meeting to identify the range of issues to be addressed in the EIS is scheduled for:

¹ A "participating agency" is any Federal and non-Federal agency that may have an interest in the project. This designation does not imply that an agency either supports the Proposed Action or has any jurisdiction over or any special expertise with respect to evaluation of the project.

September 14, 2016

9am - 11am

District Department of Transportation

55 M Street, SE

Washington, DC 20003

To ensure that the interests and concerns of your agency are properly identified and represented from the outset, we hope that you or a representative can participate in this meeting. If your agency is unable to attend the agency scoping meeting in person, the meeting will be broadcast via conference call and webinar. The information that participants will need to connect remotely will be provided as we get closer to the scheduled date.

FRA requests that you respond to this invitation to serve as a participating agency and/or cooperating agency by completing the attached form and sending it back to FRA no later than Tuesday, **September 13, 2016**. Further, written EIS scoping comments will be accepted through **September 26, 2016**. All responses can be electronically transmitted to info@longbridgeproject.com or mailed to: Amanda Murphy, Environmental Protection Specialist, USDOT FRA, Office of Railroad Policy and Development, 1200 New Jersey Avenue SE., MS-20, Washington, DC 20590.

If you are not the point of contact for your agency, please provide FRA with the appropriate contact information. Thank you in advance for your consideration. We look forward to working cooperatively with you on this project. If you have any questions or need additional information, please contact Ms. Murphy at (202) 493-0624 or amanda.murphy2@dot.gov.

Sincerely,



Michael Johnsen

Acting Chief, Environmental Division

Attachment: EIS Study Area Map

cc: Ms. Anna Chamberlin, Project Manager, DDOT

Long Bridge Study Area Map



Long Bridge Project EIS

I **CONCUR** our agency's role as a cooperating agency for the Long Bridge EIS:

_____ Point of Contact Name (Print or Type)	_____ Title
_____ Agency	_____ Email/Phone No.
_____ Signature	_____ Date

OR: I DECLINE our agency's role as a cooperating agency and **CONCUR** our agency's role as a participating agency for the Long Bridge EIS:

_____ Name (Print or Type)	_____ Title
_____ Agency	_____ Email or Phone No.
_____ Signature	_____ Date

OR: I DECLINE our agency's role as a participating agency for the Long Bridge EIS. NOTE: pursuant to 23 U.S.C. 139, any agency that chooses to decline an invitation to be a participating agency must affirm ALL of the following:

_____ Our agency has no jurisdiction or authority with respect to the Proposed Action; no expertise or information relevant to the Proposed Action; and does not intend to submit comments on the Proposed Action.

_____ Name (Print or Type)	_____ Title
_____ Agency	_____ Email or Phone No.
_____ Signature	_____ Date

Please return a response by September 13, 2016 to:

Email: info@longbridgeproject.com

Mail: Ms. Amanda Murphy
Environmental Protection Specialist
USDOT FRA
Office of Railroad Policy and Development
1200 New Jersey Avenue SE., MS-20
Washington, DC 20590



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 15, 2016

Mr. Peter Burrus
Chief of Rail
Virginia Department of Rail and Public Transportation
600 E Main Street, #2102
Richmond, VA 23219

Re: Long Bridge Project EIS Scoping; Invitation to be a Cooperating Agency and Participating Agency

Dear Mr. Burrus:

The Federal Railroad Administration (FRA), in coordination with the District Department of Transportation (DDOT), is preparing an Environmental Impact Statement (EIS) for the Long Bridge Project. The project consists of potential improvements to the Long Bridge and related railroad infrastructure (Proposed Action). The EIS will be prepared in accordance National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et. seq.*) (NEPA), Council on Environmental Quality NEPA regulations (40 CFR parts 1500–1508), FRA NEPA Procedures (64 FR 28545 dated May 26, 1999 and 78 FR 2713 dated January 14, 2013), and 23 U.S.C. 139. The purpose of this letter is to:

- 1) Announce a 30-day EIS scoping comment period beginning **August 26, 2016** and,
- 2) Invite your agency's participation in the EIS process as a cooperating and/or a participating agency.

Long Bridge Project Background

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The Long Bridge is located within the Washington Monumental Core. The EIS Study Area extends approximately 3.2 miles from the VRE Crystal City Station in Arlington, VA to Control Point Virginia located near 3rd Street, SW in Washington, DC (see attachment). The Study Area includes federal park land managed by the National Park Service; historic and cultural properties; the Potomac River; offices, hotels, and apartment buildings; transportation facilities (VRE Crystal City Station, VRE L'Enfant Station, Long Bridge, eleven other railroad bridges, and four roadway bridges); and numerous pedestrian and bicycle trails.

The purpose of the Proposed Action is to address reliability and long-term railroad capacity issues for the Long Bridge corridor. The Proposed Action is needed to identify alternatives that would increase capacity to meet projected demand for passenger and freight rail services; improve operational flexibility and resiliency; and provide redundancy for this critical link in the local, regional, and national railroad network.

Long Bridge EIS and Agency Involvement

FRA is the lead Federal agency for the Project under NEPA, and DDOT is a joint lead agency. Currently, there is no funding for construction of the project, but the EIS is being prepared because FRA may provide construction funding in the future. The goal of the EIS is to provide FRA and DDOT with information to assess alternatives that will meet the Proposed Action's purpose and need; evaluate potential environmental impacts that could result from the alternatives; identify avoidance/mitigation measures associated with potential environmental impacts; and select Preferred Alternative.

FRA and DDOT identified your agency as having a potential interest in the Proposed Action. With this letter, your agency is invited to be a participating agency in accordance Section 139 of the Fixing America's Surface Transportation Act of 2015 (23 U.S.C. 139).¹ Additionally, FRA and DDOT invites Virginia Department of Rail and Public Transportation to be a cooperating agency pursuant to 40 CFR 1501.6 because your agency may have jurisdiction by law over an area that will be affected by the Proposed Action and/or special expertise with respect to a particular environmental issue.

FRA and DDOT suggest that your agency's role as a participating agency and cooperating agency in the Long Bridge EIS should also include the following:

1. Provide comments, responses, studies, or methodologies on those areas within the special expertise or jurisdiction of the agency;
2. Use the process to address any environmental issues of concern to the agency;
3. Identify, as early as practicable, any issues of concern regarding the Proposed Action's potential environmental or socioeconomic impacts (cooperating agency only);
4. Provide meaningful and early input in defining the purpose and need, determining the range of alternatives to be considered, and identifying the methodologies and level of detail needed in the assessment of impacts (cooperating agency only);
5. Participate in coordination meetings, study team meetings, and joint field reviews as appropriate and to the extent agency resources allow (cooperating agency only); and
6. Timely review and comment on environmental documentation (cooperating agency only).

A Notice of Intent (NOI) to prepare the EIS will be published in the Federal Register. Following the NOI publication, a 30-day public scoping period will commence on August 26, 2016. An interagency scoping meeting to identify the range of issues to be addressed in the EIS is scheduled for:

¹ A "participating agency" is any Federal and non-Federal agency that may have an interest in the project. This designation does not imply that an agency either supports the Proposed Action or has any jurisdiction over or any special expertise with respect to evaluation of the project.

September 14, 2016

9am - 11am

District Department of Transportation

55 M Street, SE

Washington, DC 20003

To ensure that the interests and concerns of your agency are properly identified and represented from the outset, we hope that you or a representative can participate in this meeting. If your agency is unable to attend the agency scoping meeting in person, the meeting will be broadcast via conference call and webinar. The information that participants will need to connect remotely will be provided as we get closer to the scheduled date.

FRA requests that you respond to this invitation to serve as a participating agency and/or cooperating agency by completing the attached form and sending it back to FRA no later than Tuesday, **September 13, 2016**. Further, written EIS scoping comments will be accepted through **September 26, 2016**. All responses can be electronically transmitted to info@longbridgeproject.com or mailed to: Amanda Murphy, Environmental Protection Specialist, USDOT FRA, Office of Railroad Policy and Development, 1200 New Jersey Avenue SE., MS-20, Washington, DC 20590.

If you are not the point of contact for your agency, please provide FRA with the appropriate contact information. Thank you in advance for your consideration. We look forward to working cooperatively with you on this project. If you have any questions or need additional information, please contact Ms. Murphy at (202) 493-0624 or amanda.murphy2@dot.gov.

Sincerely,



Michael Johnsen

Acting Chief, Environmental Division

Attachment: EIS Study Area Map

cc: Ms. Anna Chamberlin, Project Manager, DDOT

Long Bridge Study Area Map



Long Bridge Project EIS

I **CONCUR** our agency's role as a cooperating agency for the Long Bridge EIS:

Point of Contact Name (Print or Type)	Title
Agency	Email/Phone No.
Signature	Date

OR: I DECLINE our agency's role as a cooperating agency and **CONCUR** our agency's role as a participating agency for the Long Bridge EIS:

Name (Print or Type)	Title
Agency	Email or Phone No.
Signature	Date

OR: I DECLINE our agency's role as a participating agency for the Long Bridge EIS. NOTE: pursuant to 23 U.S.C. 139, any agency that chooses to decline an invitation to be a participating agency must affirm ALL of the following:

____ Our agency has no jurisdiction or authority with respect to the Proposed Action; no expertise or information relevant to the Proposed Action; and does not intend to submit comments on the Proposed Action.

Name (Print or Type)	Title
Agency	Email or Phone No.
Signature	Date

Please return a response by September 13, 2016 to:

Email: info@longbridgeproject.com

Mail: Ms. Amanda Murphy
Environmental Protection Specialist
USDOT FRA
Office of Railroad Policy and Development
1200 New Jersey Avenue SE., MS-20
Washington, DC 20590



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 15, 2016

Ms. Melissa Barlow
Community Planner
Federal Transit Administration
1990 K Street NW, Suite 510
Washington, DC 20006

Re: Long Bridge Project EIS Scoping; Invitation to be a Cooperating Agency and Participating Agency

Dear Ms. Barlow:

The Federal Railroad Administration (FRA), in coordination with the District Department of Transportation (DDOT), is preparing an Environmental Impact Statement (EIS) for the Long Bridge Project. The project consists of potential improvements to the Long Bridge and related railroad infrastructure (Proposed Action). The EIS will be prepared in accordance National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et. seq.*) (NEPA), Council on Environmental Quality NEPA regulations (40 CFR parts 1500–1508), FRA NEPA Procedures (64 FR 28545 dated May 26, 1999 and 78 FR 2713 dated January 14, 2013), and 23 U.S.C. 139. The purpose of this letter is to:

- 1) Announce a 30-day EIS scoping comment period beginning **August 26, 2016** and,
- 2) Invite your agency's participation in the EIS process as a cooperating and/or a participating agency.

Long Bridge Project Background

The current Long Bridge was constructed in 1904 and is owned and maintained by CSX Transportation (CSXT). It is the only freight railroad crossing over the Potomac River between the District of Columbia and Virginia. Currently, the two-track bridge serves CSXT freight trains, National Railroad Passenger Corporation (Amtrak) passenger rail, and VRE commuter rail. Norfolk-Southern retains trackage rights to operate over the bridge but does not exercise them today.

The Long Bridge is located within the Washington Monumental Core. The EIS Study Area extends approximately 3.2 miles from the VRE Crystal City Station in Arlington, VA to Control Point Virginia located near 3rd Street, SW in Washington, DC (see attachment). The Study Area includes federal park land managed by the National Park Service; historic and cultural properties; the Potomac River; offices, hotels, and apartment buildings; transportation facilities (VRE Crystal City Station, VRE L'Enfant Station, Long Bridge, eleven other railroad bridges, and four roadway bridges); and numerous pedestrian and bicycle trails.

The purpose of the Proposed Action is to address reliability and long-term railroad capacity issues for the Long Bridge corridor. The Proposed Action is needed to identify alternatives that would increase capacity to meet projected demand for passenger and freight rail services; improve operational flexibility and resiliency; and provide redundancy for this critical link in the local, regional, and national railroad network.

Long Bridge EIS and Agency Involvement

FRA is the lead Federal agency for the Project under NEPA, and DDOT is a joint lead agency. Currently, there is no funding for construction of the project, but the EIS is being prepared because FRA may provide construction funding in the future. The goal of the EIS is to provide FRA and DDOT with information to assess alternatives that will meet the Proposed Action's purpose and need; evaluate potential environmental impacts that could result from the alternatives; identify avoidance/mitigation measures associated with potential environmental impacts; and select Preferred Alternative.

FRA and DDOT identified your agency as having a potential interest in the Proposed Action. With this letter, your agency is invited to be a participating agency in accordance Section 139 of the Fixing America's Surface Transportation Act of 2015 (23 U.S.C. 139).¹ Additionally, FRA and DDOT invites Federal Transit Administration to be a cooperating agency pursuant to 40 CFR 1501.6 because your agency may have jurisdiction by law over an area that will be affected by the Proposed Action and/or special expertise with respect to a particular environmental issue.

FRA and DDOT suggest that your agency's role as a participating agency and cooperating agency in the Long Bridge EIS should also include the following:

1. Provide comments, responses, studies, or methodologies on those areas within the special expertise or jurisdiction of the agency;
2. Use the process to address any environmental issues of concern to the agency;
3. Identify, as early as practicable, any issues of concern regarding the Proposed Action's potential environmental or socioeconomic impacts (cooperating agency only);
4. Provide meaningful and early input in defining the purpose and need, determining the range of alternatives to be considered, and identifying the methodologies and level of detail needed in the assessment of impacts (cooperating agency only);
5. Participate in coordination meetings, study team meetings, and joint field reviews as appropriate and to the extent agency resources allow (cooperating agency only); and
6. Timely review and comment on environmental documentation (cooperating agency only).

A Notice of Intent (NOI) to prepare the EIS will be published in the Federal Register. Following the NOI publication, a 30-day public scoping period will commence on August 26, 2016. An interagency scoping meeting to identify the range of issues to be addressed in the EIS is scheduled for:

¹ A "participating agency" is any Federal and non-Federal agency that may have an interest in the project. This designation does not imply that an agency either supports the Proposed Action or has any jurisdiction over or any special expertise with respect to evaluation of the project.

September 14, 2016

9am - 11am

District Department of Transportation

55 M Street, SE

Washington, DC 20003

To ensure that the interests and concerns of your agency are properly identified and represented from the outset, we hope that you or a representative can participate in this meeting. If your agency is unable to attend the agency scoping meeting in person, the meeting will be broadcast via conference call and webinar. The information that participants will need to connect remotely will be provided as we get closer to the scheduled date.

FRA requests that you respond to this invitation to serve as a participating agency and/or cooperating agency by completing the attached form and sending it back to FRA no later than Tuesday, **September 13, 2016**. Further, written EIS scoping comments will be accepted through **September 26, 2016**. All responses can be electronically transmitted to info@longbridgeproject.com or mailed to: Amanda Murphy, Environmental Protection Specialist, USDOT FRA, Office of Railroad Policy and Development, 1200 New Jersey Avenue SE., MS-20, Washington, DC 20590.

If you are not the point of contact for your agency, please provide FRA with the appropriate contact information. Thank you in advance for your consideration. We look forward to working cooperatively with you on this project. If you have any questions or need additional information, please contact Ms. Murphy at (202) 493-0624 or amanda.murphy2@dot.gov.

Sincerely,



Michael Johnsen

Acting Chief, Environmental Division

Attachment: EIS Study Area Map

cc: Ms. Anna Chamberlin, Project Manager, DDOT

Long Bridge Study Area Map



Long Bridge Project EIS

I **CONCUR** our agency's role as a cooperating agency for the Long Bridge EIS:

Point of Contact Name (Print or Type)	Title
Agency	Email/Phone No.
Signature	Date

OR: I DECLINE our agency's role as a cooperating agency and **CONCUR** our agency's role as a participating agency for the Long Bridge EIS:

Name (Print or Type)	Title
Agency	Email or Phone No.
Signature	Date

OR: I DECLINE our agency's role as a participating agency for the Long Bridge EIS. NOTE: pursuant to 23 U.S.C. 139, any agency that chooses to decline an invitation to be a participating agency must affirm ALL of the following:

_____ Our agency has no jurisdiction or authority with respect to the Proposed Action; no expertise or information relevant to the Proposed Action; and does not intend to submit comments on the Proposed Action.

Name (Print or Type)	Title
Agency	Email or Phone No.
Signature	Date

Please return a response by September 13, 2016 to:

Email: info@longbridgeproject.com

Mail: Ms. Amanda Murphy
Environmental Protection Specialist
USDOT FRA
Office of Railroad Policy and Development
1200 New Jersey Avenue SE., MS-20
Washington, DC 20590



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 15, 2016

Ms. Elizabeth Miller, AICP
Director
National Capital Planning Commission
401 9th Street NW, #500
Washington, DC 20004

Re: Long Bridge Project EIS Scoping; Invitation to be a Cooperating Agency and Participating Agency

Dear Ms. Miller:

The Federal Railroad Administration (FRA), in coordination with the District Department of Transportation (DDOT), is preparing an Environmental Impact Statement (EIS) for the Long Bridge Project. The project consists of potential improvements to the Long Bridge and related railroad infrastructure (Proposed Action). The EIS will be prepared in accordance National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et. seq.*) (NEPA), Council on Environmental Quality NEPA regulations (40 CFR parts 1500–1508), FRA NEPA Procedures (64 FR 28545 dated May 26, 1999 and 78 FR 2713 dated January 14, 2013), and 23 U.S.C. 139. The purpose of this letter is to:

- 1) Announce a 30-day EIS scoping comment period beginning **August 26, 2016** and,
- 2) Invite your agency's participation in the EIS process as a cooperating and/or a participating agency.

Long Bridge Project Background

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The Long Bridge is located within the Washington Monumental Core. The EIS Study Area extends approximately 3.2 miles from the VRE Crystal City Station in Arlington, VA to Control Point Virginia located near 3rd Street, SW in Washington, DC (see attachment). The Study Area includes federal park land managed by the National Park Service; historic and cultural properties; the Potomac River; offices, hotels, and apartment buildings; transportation facilities (VRE Crystal City Station, VRE L'Enfant Station, Long Bridge, eleven other railroad bridges, and four roadway bridges); and numerous pedestrian and bicycle trails.

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Long Bridge EIS and Agency Involvement

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FRA and DDOT identified your agency as having a potential interest in the Proposed Action. With this letter, your agency is invited to be a participating agency in accordance Section 139 of the Fixing America's Surface Transportation Act of 2015 (23 U.S.C. 139).¹ Additionally, FRA and DDOT invites National Capital Planning Commission to be a cooperating agency pursuant to 40 CFR 1501.6 because your agency may have jurisdiction by law over an area that will be affected by the Proposed Action and/or special expertise with respect to a particular environmental issue.

FRA and DDOT suggest that your agency's role as a participating agency and cooperating agency in the Long Bridge EIS should also include the following:

1. Provide comments, responses, studies, or methodologies on those areas within the special expertise or jurisdiction of the agency;
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3. Identify, as early as practicable, any issues of concern regarding the Proposed Action's potential environmental or socioeconomic impacts (cooperating agency only);
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September 14, 2016

9am - 11am

District Department of Transportation

55 M Street, SE

Washington, DC 20003

To ensure that the interests and concerns of your agency are properly identified and represented from the outset, we hope that you or a representative can participate in this meeting. If your agency is unable to attend the agency scoping meeting in person, the meeting will be broadcast via conference call and webinar. The information that participants will need to connect remotely will be provided as we get closer to the scheduled date.

FRA requests that you respond to this invitation to serve as a participating agency and/or cooperating agency by completing the attached form and sending it back to FRA no later than Tuesday, **September 13, 2016**. Further, written EIS scoping comments will be accepted through **September 26, 2016**. All responses can be electronically transmitted to info@longbridgeproject.com or mailed to: Amanda Murphy, Environmental Protection Specialist, USDOT FRA, Office of Railroad Policy and Development, 1200 New Jersey Avenue SE., MS-20, Washington, DC 20590.

If you are not the point of contact for your agency, please provide FRA with the appropriate contact information. Thank you in advance for your consideration. We look forward to working cooperatively with you on this project. If you have any questions or need additional information, please contact Ms. Murphy at (202) 493-0624 or amanda.murphy2@dot.gov.

Sincerely,



Michael Johnsen

Acting Chief, Environmental Division

Attachment: EIS Study Area Map

cc: Ms. Anna Chamberlin, Project Manager, DDOT

Long Bridge Study Area Map



Long Bridge Project EIS

I **CONCUR** our agency's role as a cooperating agency for the Long Bridge EIS:

Point of Contact Name (Print or Type)	Title
Agency	Email/Phone No.
Signature	Date

OR: I DECLINE our agency's role as a cooperating agency and **CONCUR** our agency's role as a participating agency for the Long Bridge EIS:

Name (Print or Type)	Title
Agency	Email or Phone No.
Signature	Date

OR: I DECLINE our agency's role as a participating agency for the Long Bridge EIS. NOTE: pursuant to 23 U.S.C. 139, any agency that chooses to decline an invitation to be a participating agency must affirm ALL of the following:

____ Our agency has no jurisdiction or authority with respect to the Proposed Action; no expertise or information relevant to the Proposed Action; and does not intend to submit comments on the Proposed Action.

Name (Print or Type)	Title
Agency	Email or Phone No.
Signature	Date

Please return a response by September 13, 2016 to:

Email: info@longbridgeproject.com

Mail: Ms. Amanda Murphy
Environmental Protection Specialist
USDOT FRA
Office of Railroad Policy and Development
1200 New Jersey Avenue SE., MS-20
Washington, DC 20590



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 15, 2016

Ms. Tammy Stidham
National Capital Region
National Park Service
1849 C Street NW
Washington, DC 20240

Re: Long Bridge Project EIS Scoping; Invitation to be a Cooperating Agency and Participating Agency

Dear Ms. Stidham:

The Federal Railroad Administration (FRA), in coordination with the District Department of Transportation (DDOT), is preparing an Environmental Impact Statement (EIS) for the Long Bridge Project. The project consists of potential improvements to the Long Bridge and related railroad infrastructure (Proposed Action). The EIS will be prepared in accordance National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et. seq.*) (NEPA), Council on Environmental Quality NEPA regulations (40 CFR parts 1500–1508), FRA NEPA Procedures (64 FR 28545 dated May 26, 1999 and 78 FR 2713 dated January 14, 2013), and 23 U.S.C. 139. The purpose of this letter is to:

- 1) Announce a 30-day EIS scoping comment period beginning **August 26, 2016** and,
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The Long Bridge is located within the Washington Monumental Core. The EIS Study Area extends approximately 3.2 miles from the VRE Crystal City Station in Arlington, VA to Control Point Virginia located near 3rd Street, SW in Washington, DC (see attachment). The Study Area includes federal park land managed by the National Park Service; historic and cultural properties; the Potomac River; offices, hotels, and apartment buildings; transportation facilities (VRE Crystal City Station, VRE L'Enfant Station, Long Bridge, eleven other railroad bridges, and four roadway bridges); and numerous pedestrian and bicycle trails.

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Long Bridge EIS and Agency Involvement

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FRA and DDOT identified your agency as having a potential interest in the Proposed Action. With this letter, your agency is invited to be a participating agency in accordance Section 139 of the Fixing America's Surface Transportation Act of 2015 (23 U.S.C. 139).¹ Additionally, FRA and DDOT invites National Park Service to be a cooperating agency pursuant to 40 CFR 1501.6 because your agency may have jurisdiction by law over an area that will be affected by the Proposed Action and/or special expertise with respect to a particular environmental issue.

FRA and DDOT suggest that your agency's role as a participating agency and cooperating agency in the Long Bridge EIS should also include the following:

1. Provide comments, responses, studies, or methodologies on those areas within the special expertise or jurisdiction of the agency;
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September 14, 2016

9am - 11am

District Department of Transportation

55 M Street, SE

Washington, DC 20003

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If you are not the point of contact for your agency, please provide FRA with the appropriate contact information. Thank you in advance for your consideration. We look forward to working cooperatively with you on this project. If you have any questions or need additional information, please contact Ms. Murphy at (202) 493-0624 or amanda.murphy2@dot.gov.

Sincerely,



Michael Johnsen

Acting Chief, Environmental Division

Attachment: EIS Study Area Map

cc: Ms. Anna Chamberlin, Project Manager, DDOT

Long Bridge Study Area Map



Long Bridge Project EIS

I **CONCUR** our agency's role as a cooperating agency for the Long Bridge EIS:

Point of Contact Name (Print or Type)	Title
Agency	Email/Phone No.
Signature	Date

OR: I DECLINE our agency's role as a cooperating agency and **CONCUR** our agency's role as a participating agency for the Long Bridge EIS:

Name (Print or Type)	Title
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Name (Print or Type)	Title
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Please return a response by **September 13, 2016** to:

Email: info@longbridgeproject.com

Mail: Ms. Amanda Murphy
Environmental Protection Specialist
USDOT FRA
Office of Railroad Policy and Development
1200 New Jersey Avenue SE., MS-20
Washington, DC 20590



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 15, 2016

Colonel Edward P. Chamberlayne
Commander, Baltimore District Engineer
U.S. Army Corps of Engineers
10 South Howard Street
Baltimore, Maryland 21201

Re: Long Bridge Project EIS Scoping; Invitation to be a Cooperating Agency and Participating Agency

Dear Colonel Chamberlayne:

The Federal Railroad Administration (FRA), in coordination with the District Department of Transportation (DDOT), is preparing an Environmental Impact Statement (EIS) for the Long Bridge Project. The project consists of potential improvements to the Long Bridge and related railroad infrastructure (Proposed Action). The EIS will be prepared in accordance National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et. seq.*) (NEPA), Council on Environmental Quality NEPA regulations (40 CFR parts 1500–1508), FRA NEPA Procedures (64 FR 28545 dated May 26, 1999 and 78 FR 2713 dated January 14, 2013), and 23 U.S.C. 139. The purpose of this letter is to:

- 1) Announce a 30-day EIS scoping comment period beginning **August 26, 2016** and,
- 2) Invite your agency's participation in the EIS process as a cooperating and/or a participating agency.

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Long Bridge EIS and Agency Involvement

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FRA and DDOT identified your agency as having a potential interest in the Proposed Action. With this letter, your agency is invited to be a participating agency in accordance Section 139 of the Fixing America's Surface Transportation Act of 2015 (23 U.S.C. 139).¹ Additionally, FRA and DDOT invites U.S. Army Corps of Engineers to be a cooperating agency pursuant to 40 CFR 1501.6 because your agency may have jurisdiction by law over an area that will be affected by the Proposed Action and/or special expertise with respect to a particular environmental issue.

FRA and DDOT suggest that your agency's role as a participating agency and cooperating agency in the Long Bridge EIS should also include the following:

1. Provide comments, responses, studies, or methodologies on those areas within the special expertise or jurisdiction of the agency;
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September 14, 2016

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District Department of Transportation

55 M Street, SE

Washington, DC 20003

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Sincerely,



Michael Johnsen

Acting Chief, Environmental Division

Attachment: EIS Study Area Map

cc: Ms. Anna Chamberlin, Project Manager, DDOT

Long Bridge Study Area Map



Long Bridge Project EIS

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Point of Contact Name (Print or Type)	Title
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Email: info@longbridgeproject.com

Mail: Ms. Amanda Murphy
Environmental Protection Specialist
USDOT FRA
Office of Railroad Policy and Development
1200 New Jersey Avenue SE., MS-20
Washington, DC 20590



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 15, 2016

Colonel Jason E. Kelly
Commander, Norfolk District Engineer
U.S. Army Corps of Engineers
803 Front Street
Norfolk, VA 23510

Re: Long Bridge Project EIS Scoping; Invitation to be a Cooperating Agency and Participating Agency

Dear Colonel Kelly:

The Federal Railroad Administration (FRA), in coordination with the District Department of Transportation (DDOT), is preparing an Environmental Impact Statement (EIS) for the Long Bridge Project. The project consists of potential improvements to the Long Bridge and related railroad infrastructure (Proposed Action). The EIS will be prepared in accordance National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et. seq.*) (NEPA), Council on Environmental Quality NEPA regulations (40 CFR parts 1500–1508), FRA NEPA Procedures (64 FR 28545 dated May 26, 1999 and 78 FR 2713 dated January 14, 2013), and 23 U.S.C. 139. The purpose of this letter is to:

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The purpose of the Proposed Action is to address reliability and long-term railroad capacity issues for the Long Bridge corridor. The Proposed Action is needed to identify alternatives that would increase capacity to meet projected demand for passenger and freight rail services; improve operational flexibility and resiliency; and provide redundancy for this critical link in the local, regional, and national railroad network.

Long Bridge EIS and Agency Involvement

FRA is the lead Federal agency for the Project under NEPA, and DDOT is a joint lead agency. Currently, there is no funding for construction of the project, but the EIS is being prepared because FRA may provide construction funding in the future. The goal of the EIS is to provide FRA and DDOT with information to assess alternatives that will meet the Proposed Action's purpose and need; evaluate potential environmental impacts that could result from the alternatives; identify avoidance/mitigation measures associated with potential environmental impacts; and select Preferred Alternative.

FRA and DDOT identified your agency as having a potential interest in the Proposed Action. With this letter, your agency is invited to be a participating agency in accordance Section 139 of the Fixing America's Surface Transportation Act of 2015 (23 U.S.C. 139).¹ Additionally, FRA and DDOT invites U.S. Army Corps of Engineers to be a cooperating agency pursuant to 40 CFR 1501.6 because your agency may have jurisdiction by law over an area that will be affected by the Proposed Action and/or special expertise with respect to a particular environmental issue.

FRA and DDOT suggest that your agency's role as a participating agency and cooperating agency in the Long Bridge EIS should also include the following:

1. Provide comments, responses, studies, or methodologies on those areas within the special expertise or jurisdiction of the agency;
2. Use the process to address any environmental issues of concern to the agency;
3. Identify, as early as practicable, any issues of concern regarding the Proposed Action's potential environmental or socioeconomic impacts (cooperating agency only);
4. Provide meaningful and early input in defining the purpose and need, determining the range of alternatives to be considered, and identifying the methodologies and level of detail needed in the assessment of impacts (cooperating agency only);
5. Participate in coordination meetings, study team meetings, and joint field reviews as appropriate and to the extent agency resources allow (cooperating agency only); and
6. Timely review and comment on environmental documentation (cooperating agency only).

A Notice of Intent (NOI) to prepare the EIS will be published in the Federal Register. Following the NOI publication, a 30-day public scoping period will commence on August 26, 2016. An interagency scoping meeting to identify the range of issues to be addressed in the EIS is scheduled for:

¹ A "participating agency" is any Federal and non-Federal agency that may have an interest in the project. This designation does not imply that an agency either supports the Proposed Action or has any jurisdiction over or any special expertise with respect to evaluation of the project.

September 14, 2016

9am - 11am

District Department of Transportation

55 M Street, SE

Washington, DC 20003

To ensure that the interests and concerns of your agency are properly identified and represented from the outset, we hope that you or a representative can participate in this meeting. If your agency is unable to attend the agency scoping meeting in person, the meeting will be broadcast via conference call and webinar. The information that participants will need to connect remotely will be provided as we get closer to the scheduled date.

FRA requests that you respond to this invitation to serve as a participating agency and/or cooperating agency by completing the attached form and sending it back to FRA no later than Tuesday, **September 13, 2016**. Further, written EIS scoping comments will be accepted through **September 26, 2016**. All responses can be electronically transmitted to info@longbridgeproject.com or mailed to: Amanda Murphy, Environmental Protection Specialist, USDOT FRA, Office of Railroad Policy and Development, 1200 New Jersey Avenue SE., MS-20, Washington, DC 20590.

If you are not the point of contact for your agency, please provide FRA with the appropriate contact information. Thank you in advance for your consideration. We look forward to working cooperatively with you on this project. If you have any questions or need additional information, please contact Ms. Murphy at (202) 493-0624 or amanda.murphy2@dot.gov.

Sincerely,



Michael Johnsen

Acting Chief, Environmental Division

Attachment: EIS Study Area Map

cc: Ms. Anna Chamberlin, Project Manager, DDOT

Long Bridge Study Area Map



Long Bridge Project EIS

I **CONCUR** our agency's role as a cooperating agency for the Long Bridge EIS:

Point of Contact Name (Print or Type)	Title
Agency	Email/Phone No.
Signature	Date

OR: I DECLINE our agency's role as a cooperating agency and **CONCUR** our agency's role as a participating agency for the Long Bridge EIS:

Name (Print or Type)	Title
Agency	Email or Phone No.
Signature	Date

OR: I DECLINE our agency's role as a participating agency for the Long Bridge EIS. NOTE: pursuant to 23 U.S.C. 139, any agency that chooses to decline an invitation to be a participating agency must affirm ALL of the following:

____ Our agency has no jurisdiction or authority with respect to the Proposed Action; no expertise or information relevant to the Proposed Action; and does not intend to submit comments on the Proposed Action.

Name (Print or Type)	Title
Agency	Email or Phone No.
Signature	Date

Please return a response by September 13, 2016 to:

Email: info@longbridgeproject.com

Mail: Ms. Amanda Murphy
Environmental Protection Specialist
USDOT FRA
Office of Railroad Policy and Development
1200 New Jersey Avenue SE., MS-20
Washington, DC 20590



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 15, 2016

RADM Stephen P. Metruck
Commander, Fifth Coast Guard District
U.S. Coast Guard
2703 Martin Luther King Junior Avenue SE
Washington, DC 20593

Re: Long Bridge Project EIS Scoping; Invitation to be a Cooperating Agency and Participating Agency

Dear RADM Metruck:

The Federal Railroad Administration (FRA), in coordination with the District Department of Transportation (DDOT), is preparing an Environmental Impact Statement (EIS) for the Long Bridge Project. The project consists of potential improvements to the Long Bridge and related railroad infrastructure (Proposed Action). The EIS will be prepared in accordance National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et. seq.*) (NEPA), Council on Environmental Quality NEPA regulations (40 CFR parts 1500–1508), FRA NEPA Procedures (64 FR 28545 dated May 26, 1999 and 78 FR 2713 dated January 14, 2013), and 23 U.S.C. 139. The purpose of this letter is to:

- 1) Announce a 30-day EIS scoping comment period beginning **August 26, 2016** and,
- 2) Invite your agency's participation in the EIS process as a cooperating and/or a participating agency.

Long Bridge Project Background

The current Long Bridge was constructed in 1904 and is owned and maintained by CSX Transportation (CSXT). It is the only freight railroad crossing over the Potomac River between the District of Columbia and Virginia. Currently, the two-track bridge serves CSXT freight trains, National Railroad Passenger Corporation (Amtrak) passenger rail, and VRE commuter rail. Norfolk-Southern retains trackage rights to operate over the bridge but does not exercise them today.

The Long Bridge is located within the Washington Monumental Core. The EIS Study Area extends approximately 3.2 miles from the VRE Crystal City Station in Arlington, VA to Control Point Virginia located near 3rd Street, SW in Washington, DC (see attachment). The Study Area includes federal park land managed by the National Park Service; historic and cultural properties; the Potomac River; offices, hotels, and apartment buildings; transportation facilities (VRE Crystal City Station, VRE L'Enfant Station, Long Bridge, eleven other railroad bridges, and four roadway bridges); and numerous pedestrian and bicycle trails.

The purpose of the Proposed Action is to address reliability and long-term railroad capacity issues for the Long Bridge corridor. The Proposed Action is needed to identify alternatives that would increase capacity to meet projected demand for passenger and freight rail services; improve operational flexibility and resiliency; and provide redundancy for this critical link in the local, regional, and national railroad network.

Long Bridge EIS and Agency Involvement

FRA is the lead Federal agency for the Project under NEPA, and DDOT is a joint lead agency. Currently, there is no funding for construction of the project, but the EIS is being prepared because FRA may provide construction funding in the future. The goal of the EIS is to provide FRA and DDOT with information to assess alternatives that will meet the Proposed Action's purpose and need; evaluate potential environmental impacts that could result from the alternatives; identify avoidance/mitigation measures associated with potential environmental impacts; and select Preferred Alternative.

FRA and DDOT identified your agency as having a potential interest in the Proposed Action. With this letter, your agency is invited to be a participating agency in accordance Section 139 of the Fixing America's Surface Transportation Act of 2015 (23 U.S.C. 139).¹ Additionally, FRA and DDOT invites U.S. Coast Guard to be a cooperating agency pursuant to 40 CFR 1501.6 because your agency may have jurisdiction by law over an area that will be affected by the Proposed Action and/or special expertise with respect to a particular environmental issue.

FRA and DDOT suggest that your agency's role as a participating agency and cooperating agency in the Long Bridge EIS should also include the following:

1. Provide comments, responses, studies, or methodologies on those areas within the special expertise or jurisdiction of the agency;
2. Use the process to address any environmental issues of concern to the agency;
3. Identify, as early as practicable, any issues of concern regarding the Proposed Action's potential environmental or socioeconomic impacts (cooperating agency only);
4. Provide meaningful and early input in defining the purpose and need, determining the range of alternatives to be considered, and identifying the methodologies and level of detail needed in the assessment of impacts (cooperating agency only);
5. Participate in coordination meetings, study team meetings, and joint field reviews as appropriate and to the extent agency resources allow (cooperating agency only); and
6. Timely review and comment on environmental documentation (cooperating agency only).

A Notice of Intent (NOI) to prepare the EIS will be published in the Federal Register. Following the NOI publication, a 30-day public scoping period will commence on August 26, 2016. An interagency scoping meeting to identify the range of issues to be addressed in the EIS is scheduled for:

¹ A "participating agency" is any Federal and non-Federal agency that may have an interest in the project. This designation does not imply that an agency either supports the Proposed Action or has any jurisdiction over or any special expertise with respect to evaluation of the project.

September 14, 2016

9am - 11am

District Department of Transportation

55 M Street, SE

Washington, DC 20003

To ensure that the interests and concerns of your agency are properly identified and represented from the outset, we hope that you or a representative can participate in this meeting. If your agency is unable to attend the agency scoping meeting in person, the meeting will be broadcast via conference call and webinar. The information that participants will need to connect remotely will be provided as we get closer to the scheduled date.

FRA requests that you respond to this invitation to serve as a participating agency and/or cooperating agency by completing the attached form and sending it back to FRA no later than Tuesday, **September 13, 2016**. Further, written EIS scoping comments will be accepted through **September 26, 2016**. All responses can be electronically transmitted to info@longbridgeproject.com or mailed to: Amanda Murphy, Environmental Protection Specialist, USDOT FRA, Office of Railroad Policy and Development, 1200 New Jersey Avenue SE., MS-20, Washington, DC 20590.

If you are not the point of contact for your agency, please provide FRA with the appropriate contact information. Thank you in advance for your consideration. We look forward to working cooperatively with you on this project. If you have any questions or need additional information, please contact Ms. Murphy at (202) 493-0624 or amanda.murphy2@dot.gov.

Sincerely,



Michael Johnsen

Acting Chief, Environmental Division

Attachment: EIS Study Area Map

cc: Ms. Anna Chamberlin, Project Manager, DDOT

Long Bridge Study Area Map



Long Bridge Project EIS

I **CONCUR** our agency's role as a cooperating agency for the Long Bridge EIS:

Point of Contact Name (Print or Type)	Title
Agency	Email/Phone No.
Signature	Date

OR: I DECLINE our agency's role as a cooperating agency and **CONCUR** our agency's role as a participating agency for the Long Bridge EIS:

Name (Print or Type)	Title
Agency	Email or Phone No.
Signature	Date

OR: I DECLINE our agency's role as a participating agency for the Long Bridge EIS. NOTE: pursuant to 23 U.S.C. 139, any agency that chooses to decline an invitation to be a participating agency must affirm ALL of the following:

____ Our agency has no jurisdiction or authority with respect to the Proposed Action; no expertise or information relevant to the Proposed Action; and does not intend to submit comments on the Proposed Action.

Name (Print or Type)	Title
Agency	Email or Phone No.
Signature	Date

Please return a response by September 13, 2016 to:

Email: info@longbridgeproject.com

Mail: Ms. Amanda Murphy
Environmental Protection Specialist
USDOT FRA
Office of Railroad Policy and Development
1200 New Jersey Avenue SE., MS-20
Washington, DC 20590



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 15, 2016

Mr. Tom Hickey
Chief Development Officer
Virginia Railway Express
1500 King Street, Suite 202
Alexandria, VA 22314

Re: Long Bridge Project EIS Scoping; Invitation to be a Cooperating Agency and Participating Agency

Dear Mr. Hickey:

The Federal Railroad Administration (FRA), in coordination with the District Department of Transportation (DDOT), is preparing an Environmental Impact Statement (EIS) for the Long Bridge Project. The project consists of potential improvements to the Long Bridge and related railroad infrastructure (Proposed Action). The EIS will be prepared in accordance National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et. seq.*) (NEPA), Council on Environmental Quality NEPA regulations (40 CFR parts 1500–1508), FRA NEPA Procedures (64 FR 28545 dated May 26, 1999 and 78 FR 2713 dated January 14, 2013), and 23 U.S.C. 139. The purpose of this letter is to:

- 1) Announce a 30-day EIS scoping comment period beginning **August 26, 2016** and,
- 2) Invite your agency's participation in the EIS process as a cooperating and/or a participating agency.

Long Bridge Project Background

The current Long Bridge was constructed in 1904 and is owned and maintained by CSX Transportation (CSXT). It is the only freight railroad crossing over the Potomac River between the District of Columbia and Virginia. Currently, the two-track bridge serves CSXT freight trains, National Railroad Passenger Corporation (Amtrak) passenger rail, and VRE commuter rail. Norfolk-Southern retains trackage rights to operate over the bridge but does not exercise them today.

The Long Bridge is located within the Washington Monumental Core. The EIS Study Area extends approximately 3.2 miles from the VRE Crystal City Station in Arlington, VA to Control Point Virginia located near 3rd Street, SW in Washington, DC (see attachment). The Study Area includes federal park land managed by the National Park Service; historic and cultural properties; the Potomac River; offices, hotels, and apartment buildings; transportation facilities (VRE Crystal City Station, VRE L'Enfant Station, Long Bridge, eleven other railroad bridges, and four roadway bridges); and numerous pedestrian and bicycle trails.

The purpose of the Proposed Action is to address reliability and long-term railroad capacity issues for the Long Bridge corridor. The Proposed Action is needed to identify alternatives that would increase capacity to meet projected demand for passenger and freight rail services; improve operational flexibility and resiliency; and provide redundancy for this critical link in the local, regional, and national railroad network.

Long Bridge EIS and Agency Involvement

FRA is the lead Federal agency for the Project under NEPA, and DDOT is a joint lead agency. Currently, there is no funding for construction of the project, but the EIS is being prepared because FRA may provide construction funding in the future. The goal of the EIS is to provide FRA and DDOT with information to assess alternatives that will meet the Proposed Action's purpose and need; evaluate potential environmental impacts that could result from the alternatives; identify avoidance/mitigation measures associated with potential environmental impacts; and select Preferred Alternative.

FRA and DDOT identified your agency as having a potential interest in the Proposed Action. With this letter, your agency is invited to be a participating agency in accordance Section 139 of the Fixing America's Surface Transportation Act of 2015 (23 U.S.C. 139).¹ Additionally, FRA and DDOT invites Virginia Railway Express to be a cooperating agency pursuant to 40 CFR 1501.6 because your agency may have jurisdiction by law over an area that will be affected by the Proposed Action and/or special expertise with respect to a particular environmental issue.

FRA and DDOT suggest that your agency's role as a participating agency and cooperating agency in the Long Bridge EIS should also include the following:

1. Provide comments, responses, studies, or methodologies on those areas within the special expertise or jurisdiction of the agency;
2. Use the process to address any environmental issues of concern to the agency;
3. Identify, as early as practicable, any issues of concern regarding the Proposed Action's potential environmental or socioeconomic impacts (cooperating agency only);
4. Provide meaningful and early input in defining the purpose and need, determining the range of alternatives to be considered, and identifying the methodologies and level of detail needed in the assessment of impacts (cooperating agency only);
5. Participate in coordination meetings, study team meetings, and joint field reviews as appropriate and to the extent agency resources allow (cooperating agency only); and
6. Timely review and comment on environmental documentation (cooperating agency only).

A Notice of Intent (NOI) to prepare the EIS will be published in the Federal Register. Following the NOI publication, a 30-day public scoping period will commence on August 26, 2016. An interagency scoping meeting to identify the range of issues to be addressed in the EIS is scheduled for:

¹ A "participating agency" is any Federal and non-Federal agency that may have an interest in the project. This designation does not imply that an agency either supports the Proposed Action or has any jurisdiction over or any special expertise with respect to evaluation of the project.

September 14, 2016

9am - 11am

District Department of Transportation

55 M Street, SE

Washington, DC 20003

To ensure that the interests and concerns of your agency are properly identified and represented from the outset, we hope that you or a representative can participate in this meeting. If your agency is unable to attend the agency scoping meeting in person, the meeting will be broadcast via conference call and webinar. The information that participants will need to connect remotely will be provided as we get closer to the scheduled date.

FRA requests that you respond to this invitation to serve as a participating agency and/or cooperating agency by completing the attached form and sending it back to FRA no later than Tuesday, **September 13, 2016**. Further, written EIS scoping comments will be accepted through **September 26, 2016**. All responses can be electronically transmitted to info@longbridgeproject.com or mailed to: Amanda Murphy, Environmental Protection Specialist, USDOT FRA, Office of Railroad Policy and Development, 1200 New Jersey Avenue SE., MS-20, Washington, DC 20590.

If you are not the point of contact for your agency, please provide FRA with the appropriate contact information. Thank you in advance for your consideration. We look forward to working cooperatively with you on this project. If you have any questions or need additional information, please contact Ms. Murphy at (202) 493-0624 or amanda.murphy2@dot.gov.

Sincerely,



Michael Johnsen

Acting Chief, Environmental Division

Attachment: EIS Study Area Map

cc: Ms. Anna Chamberlin, Project Manager, DDOT

Long Bridge Study Area Map



Long Bridge Project EIS

I **CONCUR** our agency's role as a cooperating agency for the Long Bridge EIS:

Point of Contact Name (Print or Type)	Title
Agency	Email/Phone No.
Signature	Date

OR: I DECLINE our agency's role as a cooperating agency and **CONCUR** our agency's role as a participating agency for the Long Bridge EIS:

Name (Print or Type)	Title
Agency	Email or Phone No.
Signature	Date

OR: I DECLINE our agency's role as a participating agency for the Long Bridge EIS. NOTE: pursuant to 23 U.S.C. 139, any agency that chooses to decline an invitation to be a participating agency must affirm ALL of the following:

_____ Our agency has no jurisdiction or authority with respect to the Proposed Action; no expertise or information relevant to the Proposed Action; and does not intend to submit comments on the Proposed Action.

Name (Print or Type)	Title
Agency	Email or Phone No.
Signature	Date

Please return a response by September 13, 2016 to:

Email: info@longbridgeproject.com

Mail: Ms. Amanda Murphy
Environmental Protection Specialist
USDOT FRA
Office of Railroad Policy and Development
1200 New Jersey Avenue SE., MS-20
Washington, DC 20590



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 15, 2016

Mr. Dennis Leach
Director of Transportation
Arlington County
2100 Clarendon Boulevard
Arlington, VA 22201

Re: Long Bridge Project EIS Scoping and Invitation to be a Participating Agency

Dear Mr. Leach:

The Federal Railroad Administration (FRA), in coordination with the District Department of Transportation (DDOT), is preparing an Environmental Impact Statement (EIS) for the Long Bridge Project. The project consists of potential improvements to the Long Bridge and related railroad infrastructure (Proposed Action). The EIS will be prepared in accordance National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et. seq.*) (NEPA), Council on Environmental Quality NEPA regulations (40 CFR parts 1500–1508), FRA NEPA Procedures (64 FR 28545 dated May 26, 1999 and 78 FR 2713 dated January 14, 2013), and 23 U.S.C. 139. The purpose of this letter is to:

- 1) Announce a 30-day EIS scoping comment period beginning **August 26, 2016** and,
- 2) Invite Arlington County to be a participating agency for the Long Bridge EIS.

Long Bridge Project Background

The current Long Bridge was constructed in 1904 and is owned and maintained by CSX Transportation (CSXT). It is the only freight railroad crossing over the Potomac River between the District of Columbia and Virginia. Currently, the two-track bridge serves CSXT freight trains, National Railroad Passenger Corporation (Amtrak) passenger rail, and VRE commuter rail. Norfolk-Southern retains trackage rights to operate over the bridge but does not exercise them today.

The Long Bridge is located within the Washington Monumental Core. The EIS Study Area extends approximately 3.2 miles from the VRE Crystal City Station in Arlington, VA to Control Point Virginia located near 3rd Street, SW in Washington, DC (see attachment). The Study Area includes federal park land managed by the National Park Service; historic and cultural properties; the Potomac River; offices, hotels, and apartment buildings; transportation facilities (VRE Crystal City Station, VRE L'Enfant Station, Long Bridge, eleven other railroad bridges, and four roadway bridges); and numerous pedestrian and bicycle trails.

The purpose of the Proposed Action is to address reliability and long-term railroad capacity issues for the Long Bridge corridor. The Proposed Action is needed to identify alternatives that would increase capacity to meet projected demand for passenger and freight rail services; improve operational flexibility and resiliency; and provide redundancy for this critical link in the local, regional, and national railroad network.

Long Bridge EIS and Agency Involvement

FRA is the lead Federal agency for the Project under NEPA, and DDOT is a joint lead agency. Currently, there is no funding for construction of the project, but an EIS is being prepared because FRA may provide construction funding in the future. The goal of the EIS is to provide FRA and DDOT with information to assess alternatives that will meet the Proposed Action's purpose and need; evaluate potential environmental impacts that could result from the alternatives; identify avoidance/mitigation measures associated with potential environmental impacts; and select Preferred Alternative.

FRA and DDOT identified your agency as having a potential interest in the Proposed Action. With this letter, your agency is invited to be a participating agency in accordance Section 139 of the Fixing America's Surface Transportation Act of 2015 (23 U.S.C. 139).¹ FRA and DDOT suggest that your agency's role as a participating agency in the Long Bridge EIS should also include the following:

1. Provide comments, responses, studies, or methodologies on those areas within the special expertise or jurisdiction of the agency;
2. Use the process to address any environmental issues of concern to the agency;

A Notice of Intent (NOI) to prepare the EIS will be published in the Federal Register. Following the NOI publication, a 30-day public scoping period will commence on August 26, 2016. An interagency scoping meeting to identify the range of issues to be addressed in the EIS is scheduled for:

September 14, 2016

9am - 11am

District Department of Transportation

55 M Street, SE

Washington, DC 20003

To ensure that the interests and concerns of your agency are properly identified and represented from the outset, we hope that you or a representative can participate in this meeting. If your agency is unable to attend the agency scoping meeting in person, the meeting will be broadcast via conference call and webinar. The information that participants will need to connect remotely will be provided as we get closer to the scheduled date.

FRA requests that you respond to this invitation to serve as a participating agency by completing the attached form and sending it back to FRA no later than Tuesday, **September 13, 2016**. Further, written EIS scoping comments will be accepted through **September 26, 2016**.

¹ A "participating agency" is any Federal and non-Federal agency that may have an interest in the project. This designation does not imply that an agency either supports the Proposed Action or has any jurisdiction over or any special expertise with respect to evaluation of the project.

All responses and comments can be electronically transmitted to info@longbridgeproject.com or mailed to: Amanda Murphy, Environmental Protection Specialist, USDOT FRA, Office of Railroad Policy and Development, 1200 New Jersey Avenue SE., MS-20, Washington, DC 20590.

If you are not the point of contact for your agency, please provide FRA with the appropriate contact information. Thank you in advance for your consideration. We look forward to working cooperatively with you on this project. If you have any questions or need additional information, please contact Ms. Murphy at (202) 493-0624 or amanda.murphy2@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Johnsen", with a long horizontal flourish extending to the right.

Michael Johnsen
Acting Chief, Environmental Division

Attachment: EIS Study Area Map

cc: Ms. Anna Chamberlin, Project Manager, DDOT

Long Bridge Study Area Map



Long Bridge Project EIS

I **CONCUR** our agency's role as a participating agency for the Long Bridge EIS:

_____ Point-of-Contact Name (Print or Type)	_____ Title
_____ Agency	_____ Email/Phone No.
_____ Signature	_____ Date

OR: I DECLINE our agency's role as a participating agency for the Long Bridge EIS.
NOTE: pursuant to 23 U.S.C. 139, any agency that chooses to decline an invitation to be a participating agency must affirm ALL of the following:

_____ Our agency has no jurisdiction or authority with respect to the Proposed Action; no expertise or information relevant to the Proposed Action; and does not intend to submit comments on the Proposed Action.

_____ Name (Print or Type)	_____ Title
_____ Agency	_____ Email or Phone No.
_____ Signature	_____ Date

Please return a response by September 13, 2016 to:

Email: info@longbridgeproject.com

Mail: Ms. Amanda Murphy
Environmental Protection Specialist
USDOT FRA
Office of Railroad Policy and Development
1200 New Jersey Avenue SE., MS-20
Washington, DC 20590



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 15, 2016

Ms. Lee Farmer, AICP
City of Alexandria
301 King Street, Room 2300
Alexandria, VA 22314

Re: Long Bridge Project EIS Scoping and Invitation to be a Participating Agency

Dear Ms. Farmer:

The Federal Railroad Administration (FRA), in coordination with the District Department of Transportation (DDOT), is preparing an Environmental Impact Statement (EIS) for the Long Bridge Project. The project consists of potential improvements to the Long Bridge and related railroad infrastructure (Proposed Action). The EIS will be prepared in accordance National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et. seq.*) (NEPA), Council on Environmental Quality NEPA regulations (40 CFR parts 1500–1508), FRA NEPA Procedures (64 FR 28545 dated May 26, 1999 and 78 FR 2713 dated January 14, 2013), and 23 U.S.C. 139. The purpose of this letter is to:

- 1) Announce a 30-day EIS scoping comment period beginning **August 26, 2016** and,
- 2) Invite City of Alexandria to be a participating agency for the Long Bridge EIS.

Long Bridge Project Background

The current Long Bridge was constructed in 1904 and is owned and maintained by CSX Transportation (CSXT). It is the only freight railroad crossing over the Potomac River between the District of Columbia and Virginia. Currently, the two-track bridge serves CSXT freight trains, National Railroad Passenger Corporation (Amtrak) passenger rail, and VRE commuter rail. Norfolk-Southern retains trackage rights to operate over the bridge but does not exercise them today.

The Long Bridge is located within the Washington Monumental Core. The EIS Study Area extends approximately 3.2 miles from the VRE Crystal City Station in Arlington, VA to Control Point Virginia located near 3rd Street, SW in Washington, DC (see attachment). The Study Area includes federal park land managed by the National Park Service; historic and cultural properties; the Potomac River; offices, hotels, and apartment buildings; transportation facilities (VRE Crystal City Station, VRE L'Enfant Station, Long Bridge, eleven other railroad bridges, and four roadway bridges); and numerous pedestrian and bicycle trails.

The purpose of the Proposed Action is to address reliability and long-term railroad capacity issues for the Long Bridge corridor. The Proposed Action is needed to identify alternatives that would increase capacity to meet projected demand for passenger and freight rail services; improve operational flexibility and resiliency; and provide redundancy for this critical link in the local, regional, and national railroad network.

Long Bridge EIS and Agency Involvement

FRA is the lead Federal agency for the Project under NEPA, and DDOT is a joint lead agency. Currently, there is no funding for construction of the project, but an EIS is being prepared because FRA may provide construction funding in the future. The goal of the EIS is to provide FRA and DDOT with information to assess alternatives that will meet the Proposed Action's purpose and need; evaluate potential environmental impacts that could result from the alternatives; identify avoidance/mitigation measures associated with potential environmental impacts; and select Preferred Alternative.

FRA and DDOT identified your agency as having a potential interest in the Proposed Action. With this letter, your agency is invited to be a participating agency in accordance Section 139 of the Fixing America's Surface Transportation Act of 2015 (23 U.S.C. 139).¹ FRA and DDOT suggest that your agency's role as a participating agency in the Long Bridge EIS should also include the following:

1. Provide comments, responses, studies, or methodologies on those areas within the special expertise or jurisdiction of the agency;
2. Use the process to address any environmental issues of concern to the agency;

A Notice of Intent (NOI) to prepare the EIS will be published in the Federal Register. Following the NOI publication, a 30-day public scoping period will commence on August 26, 2016. An interagency scoping meeting to identify the range of issues to be addressed in the EIS is scheduled for:

September 14, 2016

9am - 11am

District Department of Transportation

55 M Street, SE

Washington, DC 20003

To ensure that the interests and concerns of your agency are properly identified and represented from the outset, we hope that you or a representative can participate in this meeting. If your agency is unable to attend the agency scoping meeting in person, the meeting will be broadcast via conference call and webinar. The information that participants will need to connect remotely will be provided as we get closer to the scheduled date.

FRA requests that you respond to this invitation to serve as a participating agency by completing the attached form and sending it back to FRA no later than Tuesday, **September 13, 2016**. Further, written EIS scoping comments will be accepted through **September 26, 2016**.

¹ A "participating agency" is any Federal and non-Federal agency that may have an interest in the project. This designation does not imply that an agency either supports the Proposed Action or has any jurisdiction over or any special expertise with respect to evaluation of the project.

All responses and comments can be electronically transmitted to info@longbridgeproject.com or mailed to: Amanda Murphy, Environmental Protection Specialist, USDOT FRA, Office of Railroad Policy and Development, 1200 New Jersey Avenue SE., MS-20, Washington, DC 20590.

If you are not the point of contact for your agency, please provide FRA with the appropriate contact information. Thank you in advance for your consideration. We look forward to working cooperatively with you on this project. If you have any questions or need additional information, please contact Ms. Murphy at (202) 493-0624 or amanda.murphy2@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Johnsen", with a long horizontal flourish extending to the right.

Michael Johnsen
Acting Chief, Environmental Division

Attachment: EIS Study Area Map

cc: Ms. Anna Chamberlin, Project Manager, DDOT

Long Bridge Study Area Map



Long Bridge Project EIS

I **CONCUR** our agency's role as a participating agency for the Long Bridge EIS:

_____ Point-of-Contact Name (Print or Type)	_____ Title
_____ Agency	_____ Email/Phone No.
_____ Signature	_____ Date

OR: I DECLINE our agency's role as a participating agency for the Long Bridge EIS.
NOTE: pursuant to 23 U.S.C. 139, any agency that chooses to decline an invitation to be a participating agency must affirm ALL of the following:

_____ Our agency has no jurisdiction or authority with respect to the Proposed Action; no expertise or information relevant to the Proposed Action; and does not intend to submit comments on the Proposed Action.

_____ Name (Print or Type)	_____ Title
_____ Agency	_____ Email or Phone No.
_____ Signature	_____ Date

Please return a response by September 13, 2016 to:

Email: info@longbridgeproject.com

Mail: Ms. Amanda Murphy
Environmental Protection Specialist
USDOT FRA
Office of Railroad Policy and Development
1200 New Jersey Avenue SE., MS-20
Washington, DC 20590



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 15, 2016

Mr. Andrew Lewis
Senior Historic Preservation Specialist
DC State Historic Preservation Office
1100 4th Street SW, Suite 650
Washington, DC 20024

Re: Long Bridge Project EIS Scoping and Invitation to be a Participating Agency

Dear Mr. Lewis:

The Federal Railroad Administration (FRA), in coordination with the District Department of Transportation (DDOT), is preparing an Environmental Impact Statement (EIS) for the Long Bridge Project. The project consists of potential improvements to the Long Bridge and related railroad infrastructure (Proposed Action). The EIS will be prepared in accordance National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et. seq.*) (NEPA), Council on Environmental Quality NEPA regulations (40 CFR parts 1500–1508), FRA NEPA Procedures (64 FR 28545 dated May 26, 1999 and 78 FR 2713 dated January 14, 2013), and 23 U.S.C. 139. The purpose of this letter is to:

- 1) Announce a 30-day EIS scoping comment period beginning **August 26, 2016** and,
- 2) Invite DC State Historic Preservation Office to be a participating agency for the Long Bridge EIS.

Long Bridge Project Background

The current Long Bridge was constructed in 1904 and is owned and maintained by CSX Transportation (CSXT). It is the only freight railroad crossing over the Potomac River between the District of Columbia and Virginia. Currently, the two-track bridge serves CSXT freight trains, National Railroad Passenger Corporation (Amtrak) passenger rail, and VRE commuter rail. Norfolk-Southern retains trackage rights to operate over the bridge but does not exercise them today.

The Long Bridge is located within the Washington Monumental Core. The EIS Study Area extends approximately 3.2 miles from the VRE Crystal City Station in Arlington, VA to Control Point Virginia located near 3rd Street, SW in Washington, DC (see attachment). The Study Area includes federal park land managed by the National Park Service; historic and cultural properties; the Potomac River; offices, hotels, and apartment buildings; transportation facilities (VRE Crystal City Station, VRE L'Enfant Station, Long Bridge, eleven other railroad bridges, and four roadway bridges); and numerous pedestrian and bicycle trails.

The purpose of the Proposed Action is to address reliability and long-term railroad capacity issues for the Long Bridge corridor. The Proposed Action is needed to identify alternatives that would increase capacity to meet projected demand for passenger and freight rail services; improve operational flexibility and resiliency; and provide redundancy for this critical link in the local, regional, and national railroad network.

Long Bridge EIS and Agency Involvement

FRA is the lead Federal agency for the Project under NEPA, and DDOT is a joint lead agency. Currently, there is no funding for construction of the project, but an EIS is being prepared because FRA may provide construction funding in the future. The goal of the EIS is to provide FRA and DDOT with information to assess alternatives that will meet the Proposed Action's purpose and need; evaluate potential environmental impacts that could result from the alternatives; identify avoidance/mitigation measures associated with potential environmental impacts; and select Preferred Alternative.

FRA and DDOT identified your agency as having a potential interest in the Proposed Action. With this letter, your agency is invited to be a participating agency in accordance Section 139 of the Fixing America's Surface Transportation Act of 2015 (23 U.S.C. 139).¹ FRA and DDOT suggest that your agency's role as a participating agency in the Long Bridge EIS should also include the following:

1. Provide comments, responses, studies, or methodologies on those areas within the special expertise or jurisdiction of the agency;
2. Use the process to address any environmental issues of concern to the agency;

A Notice of Intent (NOI) to prepare the EIS will be published in the Federal Register. Following the NOI publication, a 30-day public scoping period will commence on August 26, 2016. An interagency scoping meeting to identify the range of issues to be addressed in the EIS is scheduled for:

September 14, 2016

9am - 11am

District Department of Transportation

55 M Street, SE

Washington, DC 20003

To ensure that the interests and concerns of your agency are properly identified and represented from the outset, we hope that you or a representative can participate in this meeting. If your agency is unable to attend the agency scoping meeting in person, the meeting will be broadcast via conference call and webinar. The information that participants will need to connect remotely will be provided as we get closer to the scheduled date.

FRA requests that you respond to this invitation to serve as a participating agency by completing the attached form and sending it back to FRA no later than Tuesday, **September 13, 2016**. Further, written EIS scoping comments will be accepted through **September 26, 2016**.

¹ A "participating agency" is any Federal and non-Federal agency that may have an interest in the project. This designation does not imply that an agency either supports the Proposed Action or has any jurisdiction over or any special expertise with respect to evaluation of the project.

All responses and comments can be electronically transmitted to info@longbridgeproject.com or mailed to: Amanda Murphy, Environmental Protection Specialist, USDOT FRA, Office of Railroad Policy and Development, 1200 New Jersey Avenue SE., MS-20, Washington, DC 20590.

If you are not the point of contact for your agency, please provide FRA with the appropriate contact information. Thank you in advance for your consideration. We look forward to working cooperatively with you on this project. If you have any questions or need additional information, please contact Ms. Murphy at (202) 493-0624 or amanda.murphy2@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Johnsen", with a long horizontal flourish extending to the right.

Michael Johnsen
Acting Chief, Environmental Division

Attachment: EIS Study Area Map

cc: Ms. Anna Chamberlin, Project Manager, DDOT

Long Bridge Study Area Map



Long Bridge Project EIS

I **CONCUR** our agency's role as a participating agency for the Long Bridge EIS:

_____ Point-of-Contact Name (Print or Type)	_____ Title
_____ Agency	_____ Email/Phone No.
_____ Signature	_____ Date

OR: I DECLINE our agency's role as a participating agency for the Long Bridge EIS.
NOTE: pursuant to 23 U.S.C. 139, any agency that chooses to decline an invitation to be a participating agency must affirm ALL of the following:

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Mail: Ms. Amanda Murphy
Environmental Protection Specialist
USDOT FRA
Office of Railroad Policy and Development
1200 New Jersey Avenue SE., MS-20
Washington, DC 20590



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 15, 2016

Mr. Roger Gans
Manager, Planning & Design
DC Water and Sewer Authority
5000 Overlook Avenue SW
Washington, DC 20032

Re: Long Bridge Project EIS Scoping and Invitation to be a Participating Agency

Dear Mr. Gans:

The Federal Railroad Administration (FRA), in coordination with the District Department of Transportation (DDOT), is preparing an Environmental Impact Statement (EIS) for the Long Bridge Project. The project consists of potential improvements to the Long Bridge and related railroad infrastructure (Proposed Action). The EIS will be prepared in accordance National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et. seq.*) (NEPA), Council on Environmental Quality NEPA regulations (40 CFR parts 1500–1508), FRA NEPA Procedures (64 FR 28545 dated May 26, 1999 and 78 FR 2713 dated January 14, 2013), and 23 U.S.C. 139. The purpose of this letter is to:

- 1) Announce a 30-day EIS scoping comment period beginning **August 26, 2016** and,
- 2) Invite DC Water and Sewer Authority to be a participating agency for the Long Bridge EIS.

Long Bridge Project Background

The current Long Bridge was constructed in 1904 and is owned and maintained by CSX Transportation (CSXT). It is the only freight railroad crossing over the Potomac River between the District of Columbia and Virginia. Currently, the two-track bridge serves CSXT freight trains, National Railroad Passenger Corporation (Amtrak) passenger rail, and VRE commuter rail. Norfolk-Southern retains trackage rights to operate over the bridge but does not exercise them today.

The Long Bridge is located within the Washington Monumental Core. The EIS Study Area extends approximately 3.2 miles from the VRE Crystal City Station in Arlington, VA to Control Point Virginia located near 3rd Street, SW in Washington, DC (see attachment). The Study Area includes federal park land managed by the National Park Service; historic and cultural properties; the Potomac River; offices, hotels, and apartment buildings; transportation facilities (VRE Crystal City Station, VRE L'Enfant Station, Long Bridge, eleven other railroad bridges, and four roadway bridges); and numerous pedestrian and bicycle trails.

The purpose of the Proposed Action is to address reliability and long-term railroad capacity issues for the Long Bridge corridor. The Proposed Action is needed to identify alternatives that would increase capacity to meet projected demand for passenger and freight rail services; improve operational flexibility and resiliency; and provide redundancy for this critical link in the local, regional, and national railroad network.

Long Bridge EIS and Agency Involvement

FRA is the lead Federal agency for the Project under NEPA, and DDOT is a joint lead agency. Currently, there is no funding for construction of the project, but an EIS is being prepared because FRA may provide construction funding in the future. The goal of the EIS is to provide FRA and DDOT with information to assess alternatives that will meet the Proposed Action's purpose and need; evaluate potential environmental impacts that could result from the alternatives; identify avoidance/mitigation measures associated with potential environmental impacts; and select Preferred Alternative.

FRA and DDOT identified your agency as having a potential interest in the Proposed Action. With this letter, your agency is invited to be a participating agency in accordance Section 139 of the Fixing America's Surface Transportation Act of 2015 (23 U.S.C. 139).¹ FRA and DDOT suggest that your agency's role as a participating agency in the Long Bridge EIS should also include the following:

1. Provide comments, responses, studies, or methodologies on those areas within the special expertise or jurisdiction of the agency;
2. Use the process to address any environmental issues of concern to the agency;

A Notice of Intent (NOI) to prepare the EIS will be published in the Federal Register. Following the NOI publication, a 30-day public scoping period will commence on August 26, 2016. An interagency scoping meeting to identify the range of issues to be addressed in the EIS is scheduled for:

September 14, 2016

9am - 11am

District Department of Transportation

55 M Street, SE

Washington, DC 20003

To ensure that the interests and concerns of your agency are properly identified and represented from the outset, we hope that you or a representative can participate in this meeting. If your agency is unable to attend the agency scoping meeting in person, the meeting will be broadcast via conference call and webinar. The information that participants will need to connect remotely will be provided as we get closer to the scheduled date.

FRA requests that you respond to this invitation to serve as a participating agency by completing the attached form and sending it back to FRA no later than Tuesday, **September 13, 2016**. Further, written EIS scoping comments will be accepted through **September 26, 2016**.

¹ A "participating agency" is any Federal and non-Federal agency that may have an interest in the project. This designation does not imply that an agency either supports the Proposed Action or has any jurisdiction over or any special expertise with respect to evaluation of the project.

All responses and comments can be electronically transmitted to info@longbridgeproject.com or mailed to: Amanda Murphy, Environmental Protection Specialist, USDOT FRA, Office of Railroad Policy and Development, 1200 New Jersey Avenue SE., MS-20, Washington, DC 20590.

If you are not the point of contact for your agency, please provide FRA with the appropriate contact information. Thank you in advance for your consideration. We look forward to working cooperatively with you on this project. If you have any questions or need additional information, please contact Ms. Murphy at (202) 493-0624 or amanda.murphy2@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Johnsen", with a long horizontal flourish extending to the right.

Michael Johnsen
Acting Chief, Environmental Division

Attachment: EIS Study Area Map

cc: Ms. Anna Chamberlin, Project Manager, DDOT

Long Bridge Study Area Map



Long Bridge Project EIS

I **CONCUR** our agency's role as a participating agency for the Long Bridge EIS:

_____ Point-of-Contact Name (Print or Type)	_____ Title
_____ Agency	_____ Email/Phone No.
_____ Signature	_____ Date

OR: I DECLINE our agency's role as a participating agency for the Long Bridge EIS.
NOTE: pursuant to 23 U.S.C. 139, any agency that chooses to decline an invitation to be a participating agency must affirm ALL of the following:

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_____ Name (Print or Type)	_____ Title
_____ Agency	_____ Email or Phone No.
_____ Signature	_____ Date

Please return a response by September 13, 2016 to:

Email: info@longbridgeproject.com

Mail: Ms. Amanda Murphy
Environmental Protection Specialist
USDOT FRA
Office of Railroad Policy and Development
1200 New Jersey Avenue SE., MS-20
Washington, DC 20590



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 15, 2016

Mr. Tommy Wells
Director
District Department of Energy & Environment
1200 First Street NE
Washington, DC 20002

Re: Long Bridge Project EIS Scoping and Invitation to be a Participating Agency

Dear Mr. Wells:

The Federal Railroad Administration (FRA), in coordination with the District Department of Transportation (DDOT), is preparing an Environmental Impact Statement (EIS) for the Long Bridge Project. The project consists of potential improvements to the Long Bridge and related railroad infrastructure (Proposed Action). The EIS will be prepared in accordance National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et. seq.*) (NEPA), Council on Environmental Quality NEPA regulations (40 CFR parts 1500–1508), FRA NEPA Procedures (64 FR 28545 dated May 26, 1999 and 78 FR 2713 dated January 14, 2013), and 23 U.S.C. 139. The purpose of this letter is to:

- 1) Announce a 30-day EIS scoping comment period beginning **August 26, 2016** and,
- 2) Invite District Department of Energy & Environment to be a participating agency for the Long Bridge EIS.

Long Bridge Project Background

The current Long Bridge was constructed in 1904 and is owned and maintained by CSX Transportation (CSXT). It is the only freight railroad crossing over the Potomac River between the District of Columbia and Virginia. Currently, the two-track bridge serves CSXT freight trains, National Railroad Passenger Corporation (Amtrak) passenger rail, and VRE commuter rail. Norfolk-Southern retains trackage rights to operate over the bridge but does not exercise them today.

The Long Bridge is located within the Washington Monumental Core. The EIS Study Area extends approximately 3.2 miles from the VRE Crystal City Station in Arlington, VA to Control Point Virginia located near 3rd Street, SW in Washington, DC (see attachment). The Study Area includes federal park land managed by the National Park Service; historic and cultural properties; the Potomac River; offices, hotels, and apartment buildings; transportation facilities (VRE Crystal City Station, VRE L'Enfant Station, Long Bridge, eleven other railroad bridges, and four roadway bridges); and numerous pedestrian and bicycle trails.

The purpose of the Proposed Action is to address reliability and long-term railroad capacity issues for the Long Bridge corridor. The Proposed Action is needed to identify alternatives that would increase capacity to meet projected demand for passenger and freight rail services; improve operational flexibility and resiliency; and provide redundancy for this critical link in the local, regional, and national railroad network.

Long Bridge EIS and Agency Involvement

FRA is the lead Federal agency for the Project under NEPA, and DDOT is a joint lead agency. Currently, there is no funding for construction of the project, but an EIS is being prepared because FRA may provide construction funding in the future. The goal of the EIS is to provide FRA and DDOT with information to assess alternatives that will meet the Proposed Action's purpose and need; evaluate potential environmental impacts that could result from the alternatives; identify avoidance/mitigation measures associated with potential environmental impacts; and select Preferred Alternative.

FRA and DDOT identified your agency as having a potential interest in the Proposed Action. With this letter, your agency is invited to be a participating agency in accordance Section 139 of the Fixing America's Surface Transportation Act of 2015 (23 U.S.C. 139).¹ FRA and DDOT suggest that your agency's role as a participating agency in the Long Bridge EIS should also include the following:

1. Provide comments, responses, studies, or methodologies on those areas within the special expertise or jurisdiction of the agency;
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A Notice of Intent (NOI) to prepare the EIS will be published in the Federal Register. Following the NOI publication, a 30-day public scoping period will commence on August 26, 2016. An interagency scoping meeting to identify the range of issues to be addressed in the EIS is scheduled for:

September 14, 2016

9am - 11am

District Department of Transportation

55 M Street, SE

Washington, DC 20003

To ensure that the interests and concerns of your agency are properly identified and represented from the outset, we hope that you or a representative can participate in this meeting. If your agency is unable to attend the agency scoping meeting in person, the meeting will be broadcast via conference call and webinar. The information that participants will need to connect remotely will be provided as we get closer to the scheduled date.

FRA requests that you respond to this invitation to serve as a participating agency by completing the attached form and sending it back to FRA no later than Tuesday, **September 13, 2016**. Further, written EIS scoping comments will be accepted through **September 26, 2016**.

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If you are not the point of contact for your agency, please provide FRA with the appropriate contact information. Thank you in advance for your consideration. We look forward to working cooperatively with you on this project. If you have any questions or need additional information, please contact Ms. Murphy at (202) 493-0624 or amanda.murphy2@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Johnsen", with a long horizontal flourish extending to the right.

Michael Johnsen
Acting Chief, Environmental Division

Attachment: EIS Study Area Map

cc: Ms. Anna Chamberlin, Project Manager, DDOT

Long Bridge Study Area Map



Long Bridge Project EIS

I **CONCUR** our agency's role as a participating agency for the Long Bridge EIS:

_____ Point-of-Contact Name (Print or Type)	_____ Title
_____ Agency	_____ Email/Phone No.
_____ Signature	_____ Date

OR: I DECLINE our agency's role as a participating agency for the Long Bridge EIS.
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Mail: Ms. Amanda Murphy
Environmental Protection Specialist
USDOT FRA
Office of Railroad Policy and Development
1200 New Jersey Avenue SE., MS-20
Washington, DC 20590



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 15, 2016

Ms. Andrea Kampinen
Architectural Historian
Virginia Department of Historic Resources
2801 Kensington Avenue
Richmond, VA 23221

Re: Long Bridge Project EIS Scoping and Invitation to be a Participating Agency

Dear Ms. Kampinen:

The Federal Railroad Administration (FRA), in coordination with the District Department of Transportation (DDOT), is preparing an Environmental Impact Statement (EIS) for the Long Bridge Project. The project consists of potential improvements to the Long Bridge and related railroad infrastructure (Proposed Action). The EIS will be prepared in accordance National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et. seq.*) (NEPA), Council on Environmental Quality NEPA regulations (40 CFR parts 1500–1508), FRA NEPA Procedures (64 FR 28545 dated May 26, 1999 and 78 FR 2713 dated January 14, 2013), and 23 U.S.C. 139. The purpose of this letter is to:

- 1) Announce a 30-day EIS scoping comment period beginning **August 26, 2016** and,
- 2) Invite Virginia Department of Historic Resources to be a participating agency for the Long Bridge EIS.

Long Bridge Project Background

The current Long Bridge was constructed in 1904 and is owned and maintained by CSX Transportation (CSXT). It is the only freight railroad crossing over the Potomac River between the District of Columbia and Virginia. Currently, the two-track bridge serves CSXT freight trains, National Railroad Passenger Corporation (Amtrak) passenger rail, and VRE commuter rail. Norfolk-Southern retains trackage rights to operate over the bridge but does not exercise them today.

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Long Bridge EIS and Agency Involvement

FRA is the lead Federal agency for the Project under NEPA, and DDOT is a joint lead agency. Currently, there is no funding for construction of the project, but an EIS is being prepared because FRA may provide construction funding in the future. The goal of the EIS is to provide FRA and DDOT with information to assess alternatives that will meet the Proposed Action's purpose and need; evaluate potential environmental impacts that could result from the alternatives; identify avoidance/mitigation measures associated with potential environmental impacts; and select Preferred Alternative.

FRA and DDOT identified your agency as having a potential interest in the Proposed Action. With this letter, your agency is invited to be a participating agency in accordance Section 139 of the Fixing America's Surface Transportation Act of 2015 (23 U.S.C. 139).¹ FRA and DDOT suggest that your agency's role as a participating agency in the Long Bridge EIS should also include the following:

1. Provide comments, responses, studies, or methodologies on those areas within the special expertise or jurisdiction of the agency;
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District Department of Transportation

55 M Street, SE

Washington, DC 20003

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Sincerely,

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Michael Johnsen
Acting Chief, Environmental Division

Attachment: EIS Study Area Map

cc: Ms. Anna Chamberlin, Project Manager, DDOT

Long Bridge Study Area Map



Long Bridge Project EIS

I **CONCUR** our agency's role as a participating agency for the Long Bridge EIS:

_____ Point-of-Contact Name (Print or Type)	_____ Title
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Mail: Ms. Amanda Murphy
Environmental Protection Specialist
USDOT FRA
Office of Railroad Policy and Development
1200 New Jersey Avenue SE., MS-20
Washington, DC 20590



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 15, 2016

Mr. Peter Neffenger
Administrator, Transportation Security Administration
Department of Homeland Security
1 West Post Office Road
Arlington, VA 22202

Re: Long Bridge Project EIS Scoping and Invitation to be a Participating Agency

Dear Mr. Neffenger:

The Federal Railroad Administration (FRA), in coordination with the District Department of Transportation (DDOT), is preparing an Environmental Impact Statement (EIS) for the Long Bridge Project. The project consists of potential improvements to the Long Bridge and related railroad infrastructure (Proposed Action). The EIS will be prepared in accordance National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et. seq.*) (NEPA), Council on Environmental Quality NEPA regulations (40 CFR parts 1500–1508), FRA NEPA Procedures (64 FR 28545 dated May 26, 1999 and 78 FR 2713 dated January 14, 2013), and 23 U.S.C. 139. The purpose of this letter is to:

- 1) Announce a 30-day EIS scoping comment period beginning **August 26, 2016** and,
- 2) Invite Department of Homeland Security to be a participating agency for the Long Bridge EIS.

Long Bridge Project Background

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9am - 11am

District Department of Transportation

55 M Street, SE

Washington, DC 20003

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¹ A "participating agency" is any Federal and non-Federal agency that may have an interest in the project. This designation does not imply that an agency either supports the Proposed Action or has any jurisdiction over or any special expertise with respect to evaluation of the project.

All responses and comments can be electronically transmitted to info@longbridgeproject.com or mailed to: Amanda Murphy, Environmental Protection Specialist, USDOT FRA, Office of Railroad Policy and Development, 1200 New Jersey Avenue SE., MS-20, Washington, DC 20590.

If you are not the point of contact for your agency, please provide FRA with the appropriate contact information. Thank you in advance for your consideration. We look forward to working cooperatively with you on this project. If you have any questions or need additional information, please contact Ms. Murphy at (202) 493-0624 or amanda.murphy2@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Johnsen", with a long horizontal flourish extending to the right.

Michael Johnsen
Acting Chief, Environmental Division

Attachment: EIS Study Area Map

cc: Ms. Anna Chamberlin, Project Manager, DDOT

Long Bridge Study Area Map



Long Bridge Project EIS

I **CONCUR** our agency's role as a participating agency for the Long Bridge EIS:

_____ Point-of-Contact Name (Print or Type)	_____ Title
_____ Agency	_____ Email/Phone No.
_____ Signature	_____ Date

OR: I DECLINE our agency's role as a participating agency for the Long Bridge EIS.
NOTE: pursuant to 23 U.S.C. 139, any agency that chooses to decline an invitation to be a participating agency must affirm ALL of the following:

_____ Our agency has no jurisdiction or authority with respect to the Proposed Action; no expertise or information relevant to the Proposed Action; and does not intend to submit comments on the Proposed Action.

_____ Name (Print or Type)	_____ Title
_____ Agency	_____ Email or Phone No.
_____ Signature	_____ Date

Please return a response by September 13, 2016 to:

Email: info@longbridgeproject.com

Mail: Ms. Amanda Murphy
Environmental Protection Specialist
USDOT FRA
Office of Railroad Policy and Development
1200 New Jersey Avenue SE., MS-20
Washington, DC 20590



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 15, 2016

Mr. Shawn M. Garvin
Regional Administrator, US EPA Region 3
U.S. Environmental Protection Agency
1200 Pennsylvania Ave NW
Washington, DC 20004

Re: Long Bridge Project EIS Scoping and Invitation to be a Participating Agency

Dear Mr. Garvin:

The Federal Railroad Administration (FRA), in coordination with the District Department of Transportation (DDOT), is preparing an Environmental Impact Statement (EIS) for the Long Bridge Project. The project consists of potential improvements to the Long Bridge and related railroad infrastructure (Proposed Action). The EIS will be prepared in accordance National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et. seq.*) (NEPA), Council on Environmental Quality NEPA regulations (40 CFR parts 1500–1508), FRA NEPA Procedures (64 FR 28545 dated May 26, 1999 and 78 FR 2713 dated January 14, 2013), and 23 U.S.C. 139. The purpose of this letter is to:

- 1) Announce a 30-day EIS scoping comment period beginning **August 26, 2016** and,
- 2) Invite U.S. Environmental Protection Agency to be a participating agency for the Long Bridge EIS.

Long Bridge Project Background

The current Long Bridge was constructed in 1904 and is owned and maintained by CSX Transportation (CSXT). It is the only freight railroad crossing over the Potomac River between the District of Columbia and Virginia. Currently, the two-track bridge serves CSXT freight trains, National Railroad Passenger Corporation (Amtrak) passenger rail, and VRE commuter rail. Norfolk-Southern retains trackage rights to operate over the bridge but does not exercise them today.

The Long Bridge is located within the Washington Monumental Core. The EIS Study Area extends approximately 3.2 miles from the VRE Crystal City Station in Arlington, VA to Control Point Virginia located near 3rd Street, SW in Washington, DC (see attachment). The Study Area includes federal park land managed by the National Park Service; historic and cultural properties; the Potomac River; offices, hotels, and apartment buildings; transportation facilities (VRE Crystal City Station, VRE L'Enfant Station, Long Bridge, eleven other railroad bridges, and four roadway bridges); and numerous pedestrian and bicycle trails.

The purpose of the Proposed Action is to address reliability and long-term railroad capacity issues for the Long Bridge corridor. The Proposed Action is needed to identify alternatives that would increase capacity to meet projected demand for passenger and freight rail services; improve operational flexibility and resiliency; and provide redundancy for this critical link in the local, regional, and national railroad network.

Long Bridge EIS and Agency Involvement

FRA is the lead Federal agency for the Project under NEPA, and DDOT is a joint lead agency. Currently, there is no funding for construction of the project, but an EIS is being prepared because FRA may provide construction funding in the future. The goal of the EIS is to provide FRA and DDOT with information to assess alternatives that will meet the Proposed Action's purpose and need; evaluate potential environmental impacts that could result from the alternatives; identify avoidance/mitigation measures associated with potential environmental impacts; and select Preferred Alternative.

FRA and DDOT identified your agency as having a potential interest in the Proposed Action. With this letter, your agency is invited to be a participating agency in accordance Section 139 of the Fixing America's Surface Transportation Act of 2015 (23 U.S.C. 139).¹ FRA and DDOT suggest that your agency's role as a participating agency in the Long Bridge EIS should also include the following:

1. Provide comments, responses, studies, or methodologies on those areas within the special expertise or jurisdiction of the agency;
2. Use the process to address any environmental issues of concern to the agency;

A Notice of Intent (NOI) to prepare the EIS will be published in the Federal Register. Following the NOI publication, a 30-day public scoping period will commence on August 26, 2016. An interagency scoping meeting to identify the range of issues to be addressed in the EIS is scheduled for:

September 14, 2016

9am - 11am

District Department of Transportation

55 M Street, SE

Washington, DC 20003

To ensure that the interests and concerns of your agency are properly identified and represented from the outset, we hope that you or a representative can participate in this meeting. If your agency is unable to attend the agency scoping meeting in person, the meeting will be broadcast via conference call and webinar. The information that participants will need to connect remotely will be provided as we get closer to the scheduled date.

FRA requests that you respond to this invitation to serve as a participating agency by completing the attached form and sending it back to FRA no later than Tuesday, **September 13, 2016**. Further, written EIS scoping comments will be accepted through **September 26, 2016**.

¹ A "participating agency" is any Federal and non-Federal agency that may have an interest in the project. This designation does not imply that an agency either supports the Proposed Action or has any jurisdiction over or any special expertise with respect to evaluation of the project.

All responses and comments can be electronically transmitted to info@longbridgeproject.com or mailed to: Amanda Murphy, Environmental Protection Specialist, USDOT FRA, Office of Railroad Policy and Development, 1200 New Jersey Avenue SE., MS-20, Washington, DC 20590.

If you are not the point of contact for your agency, please provide FRA with the appropriate contact information. Thank you in advance for your consideration. We look forward to working cooperatively with you on this project. If you have any questions or need additional information, please contact Ms. Murphy at (202) 493-0624 or amanda.murphy2@dot.gov.

Sincerely,

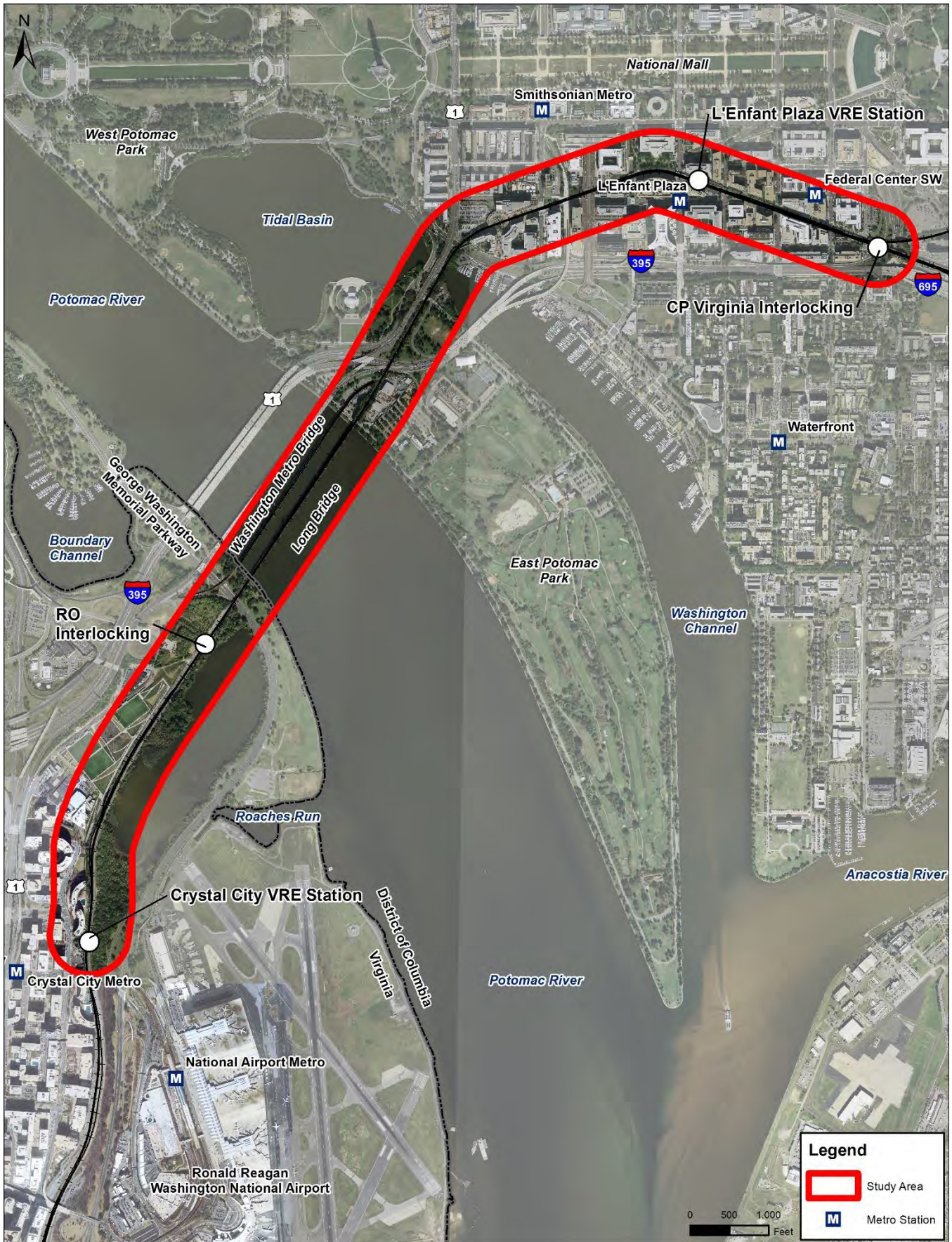
A handwritten signature in black ink, appearing to read "Michael Johnsen", with a long horizontal flourish extending to the right.

Michael Johnsen
Acting Chief, Environmental Division

Attachment: EIS Study Area Map

cc: Ms. Anna Chamberlin, Project Manager, DDOT

Long Bridge Study Area Map



Long Bridge Project EIS

I **CONCUR** our agency's role as a participating agency for the Long Bridge EIS:

_____ Point-of-Contact Name (Print or Type)	_____ Title
_____ Agency	_____ Email/Phone No.
_____ Signature	_____ Date

OR: I DECLINE our agency's role as a participating agency for the Long Bridge EIS.
NOTE: pursuant to 23 U.S.C. 139, any agency that chooses to decline an invitation to be a participating agency must affirm ALL of the following:

_____ Our agency has no jurisdiction or authority with respect to the Proposed Action; no expertise or information relevant to the Proposed Action; and does not intend to submit comments on the Proposed Action.

_____ Name (Print or Type)	_____ Title
_____ Agency	_____ Email or Phone No.
_____ Signature	_____ Date

Please return a response by September 13, 2016 to:

Email: info@longbridgeproject.com

Mail: Ms. Amanda Murphy
Environmental Protection Specialist
USDOT FRA
Office of Railroad Policy and Development
1200 New Jersey Avenue SE., MS-20
Washington, DC 20590



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 15, 2016

Mr. Chad Carper
Civil Engineer
Federal Aviation Administration
800 Independence Avenue SW
Washington, DC 20591

Re: Long Bridge Project EIS Scoping and Invitation to be a Participating Agency

Dear Mr. Carper:

The Federal Railroad Administration (FRA), in coordination with the District Department of Transportation (DDOT), is preparing an Environmental Impact Statement (EIS) for the Long Bridge Project. The project consists of potential improvements to the Long Bridge and related railroad infrastructure (Proposed Action). The EIS will be prepared in accordance National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et. seq.*) (NEPA), Council on Environmental Quality NEPA regulations (40 CFR parts 1500–1508), FRA NEPA Procedures (64 FR 28545 dated May 26, 1999 and 78 FR 2713 dated January 14, 2013), and 23 U.S.C. 139. The purpose of this letter is to:

- 1) Announce a 30-day EIS scoping comment period beginning **August 26, 2016** and,
- 2) Invite Federal Aviation Administration to be a participating agency for the Long Bridge EIS.

Long Bridge Project Background

The current Long Bridge was constructed in 1904 and is owned and maintained by CSX Transportation (CSXT). It is the only freight railroad crossing over the Potomac River between the District of Columbia and Virginia. Currently, the two-track bridge serves CSXT freight trains, National Railroad Passenger Corporation (Amtrak) passenger rail, and VRE commuter rail. Norfolk-Southern retains trackage rights to operate over the bridge but does not exercise them today.

The Long Bridge is located within the Washington Monumental Core. The EIS Study Area extends approximately 3.2 miles from the VRE Crystal City Station in Arlington, VA to Control Point Virginia located near 3rd Street, SW in Washington, DC (see attachment). The Study Area includes federal park land managed by the National Park Service; historic and cultural properties; the Potomac River; offices, hotels, and apartment buildings; transportation facilities (VRE Crystal City Station, VRE L'Enfant Station, Long Bridge, eleven other railroad bridges, and four roadway bridges); and numerous pedestrian and bicycle trails.

The purpose of the Proposed Action is to address reliability and long-term railroad capacity issues for the Long Bridge corridor. The Proposed Action is needed to identify alternatives that would increase capacity to meet projected demand for passenger and freight rail services; improve operational flexibility and resiliency; and provide redundancy for this critical link in the local, regional, and national railroad network.

Long Bridge EIS and Agency Involvement

FRA is the lead Federal agency for the Project under NEPA, and DDOT is a joint lead agency. Currently, there is no funding for construction of the project, but an EIS is being prepared because FRA may provide construction funding in the future. The goal of the EIS is to provide FRA and DDOT with information to assess alternatives that will meet the Proposed Action's purpose and need; evaluate potential environmental impacts that could result from the alternatives; identify avoidance/mitigation measures associated with potential environmental impacts; and select Preferred Alternative.

FRA and DDOT identified your agency as having a potential interest in the Proposed Action. With this letter, your agency is invited to be a participating agency in accordance Section 139 of the Fixing America's Surface Transportation Act of 2015 (23 U.S.C. 139).¹ FRA and DDOT suggest that your agency's role as a participating agency in the Long Bridge EIS should also include the following:

1. Provide comments, responses, studies, or methodologies on those areas within the special expertise or jurisdiction of the agency;
2. Use the process to address any environmental issues of concern to the agency;

A Notice of Intent (NOI) to prepare the EIS will be published in the Federal Register. Following the NOI publication, a 30-day public scoping period will commence on August 26, 2016. An interagency scoping meeting to identify the range of issues to be addressed in the EIS is scheduled for:

September 14, 2016

9am - 11am

District Department of Transportation

55 M Street, SE

Washington, DC 20003

To ensure that the interests and concerns of your agency are properly identified and represented from the outset, we hope that you or a representative can participate in this meeting. If your agency is unable to attend the agency scoping meeting in person, the meeting will be broadcast via conference call and webinar. The information that participants will need to connect remotely will be provided as we get closer to the scheduled date.

FRA requests that you respond to this invitation to serve as a participating agency by completing the attached form and sending it back to FRA no later than Tuesday, **September 13, 2016**. Further, written EIS scoping comments will be accepted through **September 26, 2016**.

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All responses and comments can be electronically transmitted to info@longbridgeproject.com or mailed to: Amanda Murphy, Environmental Protection Specialist, USDOT FRA, Office of Railroad Policy and Development, 1200 New Jersey Avenue SE., MS-20, Washington, DC 20590.

If you are not the point of contact for your agency, please provide FRA with the appropriate contact information. Thank you in advance for your consideration. We look forward to working cooperatively with you on this project. If you have any questions or need additional information, please contact Ms. Murphy at (202) 493-0624 or amanda.murphy2@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Johnsen", with a long horizontal flourish extending to the right.

Michael Johnsen
Acting Chief, Environmental Division

Attachment: EIS Study Area Map

cc: Ms. Anna Chamberlin, Project Manager, DDOT

Long Bridge Study Area Map



Long Bridge Project EIS

I **CONCUR** our agency's role as a participating agency for the Long Bridge EIS:

_____ Point-of-Contact Name (Print or Type)	_____ Title
_____ Agency	_____ Email/Phone No.
_____ Signature	_____ Date

OR: I DECLINE our agency's role as a participating agency for the Long Bridge EIS.
NOTE: pursuant to 23 U.S.C. 139, any agency that chooses to decline an invitation to be a participating agency must affirm ALL of the following:

_____ Our agency has no jurisdiction or authority with respect to the Proposed Action; no expertise or information relevant to the Proposed Action; and does not intend to submit comments on the Proposed Action.

_____ Name (Print or Type)	_____ Title
_____ Agency	_____ Email or Phone No.
_____ Signature	_____ Date

Please return a response by September 13, 2016 to:

Email: info@longbridgeproject.com

Mail: Ms. Amanda Murphy
Environmental Protection Specialist
USDOT FRA
Office of Railroad Policy and Development
1200 New Jersey Avenue SE., MS-20
Washington, DC 20590



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 15, 2016

Ms. MaryAnn E. Tierney
Regional Administrator Region III
Federal Emergency Management Agency
One Independence Mall 615 Chesnut Street
Philadelphia, PA 19106

Re: Long Bridge Project EIS Scoping and Invitation to be a Participating Agency

Dear Ms. Tierney:

The Federal Railroad Administration (FRA), in coordination with the District Department of Transportation (DDOT), is preparing an Environmental Impact Statement (EIS) for the Long Bridge Project. The project consists of potential improvements to the Long Bridge and related railroad infrastructure (Proposed Action). The EIS will be prepared in accordance National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et. seq.*) (NEPA), Council on Environmental Quality NEPA regulations (40 CFR parts 1500–1508), FRA NEPA Procedures (64 FR 28545 dated May 26, 1999 and 78 FR 2713 dated January 14, 2013), and 23 U.S.C. 139. The purpose of this letter is to:

- 1) Announce a 30-day EIS scoping comment period beginning **August 26, 2016** and,
- 2) Invite Federal Emergency Management Agency to be a participating agency for the Long Bridge EIS.

Long Bridge Project Background

The current Long Bridge was constructed in 1904 and is owned and maintained by CSX Transportation (CSXT). It is the only freight railroad crossing over the Potomac River between the District of Columbia and Virginia. Currently, the two-track bridge serves CSXT freight trains, National Railroad Passenger Corporation (Amtrak) passenger rail, and VRE commuter rail. Norfolk-Southern retains trackage rights to operate over the bridge but does not exercise them today.

The Long Bridge is located within the Washington Monumental Core. The EIS Study Area extends approximately 3.2 miles from the VRE Crystal City Station in Arlington, VA to Control Point Virginia located near 3rd Street, SW in Washington, DC (see attachment). The Study Area includes federal park land managed by the National Park Service; historic and cultural properties; the Potomac River; offices, hotels, and apartment buildings; transportation facilities (VRE Crystal City Station, VRE L'Enfant Station, Long Bridge, eleven other railroad bridges, and four roadway bridges); and numerous pedestrian and bicycle trails.

The purpose of the Proposed Action is to address reliability and long-term railroad capacity issues for the Long Bridge corridor. The Proposed Action is needed to identify alternatives that would increase capacity to meet projected demand for passenger and freight rail services; improve operational flexibility and resiliency; and provide redundancy for this critical link in the local, regional, and national railroad network.

Long Bridge EIS and Agency Involvement

FRA is the lead Federal agency for the Project under NEPA, and DDOT is a joint lead agency. Currently, there is no funding for construction of the project, but an EIS is being prepared because FRA may provide construction funding in the future. The goal of the EIS is to provide FRA and DDOT with information to assess alternatives that will meet the Proposed Action's purpose and need; evaluate potential environmental impacts that could result from the alternatives; identify avoidance/mitigation measures associated with potential environmental impacts; and select Preferred Alternative.

FRA and DDOT identified your agency as having a potential interest in the Proposed Action. With this letter, your agency is invited to be a participating agency in accordance Section 139 of the Fixing America's Surface Transportation Act of 2015 (23 U.S.C. 139).¹ FRA and DDOT suggest that your agency's role as a participating agency in the Long Bridge EIS should also include the following:

1. Provide comments, responses, studies, or methodologies on those areas within the special expertise or jurisdiction of the agency;
2. Use the process to address any environmental issues of concern to the agency;

A Notice of Intent (NOI) to prepare the EIS will be published in the Federal Register. Following the NOI publication, a 30-day public scoping period will commence on August 26, 2016. An interagency scoping meeting to identify the range of issues to be addressed in the EIS is scheduled for:

September 14, 2016

9am - 11am

District Department of Transportation

55 M Street, SE

Washington, DC 20003

To ensure that the interests and concerns of your agency are properly identified and represented from the outset, we hope that you or a representative can participate in this meeting. If your agency is unable to attend the agency scoping meeting in person, the meeting will be broadcast via conference call and webinar. The information that participants will need to connect remotely will be provided as we get closer to the scheduled date.

FRA requests that you respond to this invitation to serve as a participating agency by completing the attached form and sending it back to FRA no later than Tuesday, **September 13, 2016**. Further, written EIS scoping comments will be accepted through **September 26, 2016**.

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All responses and comments can be electronically transmitted to info@longbridgeproject.com or mailed to: Amanda Murphy, Environmental Protection Specialist, USDOT FRA, Office of Railroad Policy and Development, 1200 New Jersey Avenue SE., MS-20, Washington, DC 20590.

If you are not the point of contact for your agency, please provide FRA with the appropriate contact information. Thank you in advance for your consideration. We look forward to working cooperatively with you on this project. If you have any questions or need additional information, please contact Ms. Murphy at (202) 493-0624 or amanda.murphy2@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Johnsen", with a long horizontal flourish extending to the right.

Michael Johnsen
Acting Chief, Environmental Division

Attachment: EIS Study Area Map

cc: Ms. Anna Chamberlin, Project Manager, DDOT

Long Bridge Study Area Map



Long Bridge Project EIS

I **CONCUR** our agency's role as a participating agency for the Long Bridge EIS:

_____ Point-of-Contact Name (Print or Type)	_____ Title
_____ Agency	_____ Email/Phone No.
_____ Signature	_____ Date

OR: I DECLINE our agency's role as a participating agency for the Long Bridge EIS.
NOTE: pursuant to 23 U.S.C. 139, any agency that chooses to decline an invitation to be a participating agency must affirm ALL of the following:

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Email: info@longbridgeproject.com

Mail: Ms. Amanda Murphy
Environmental Protection Specialist
USDOT FRA
Office of Railroad Policy and Development
1200 New Jersey Avenue SE., MS-20
Washington, DC 20590



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 15, 2016

Mr. Michael Hicks
Environmental Engineer
Federal Highway Administration, District of Columbia Division
1200 New Jersey Avenue SE
Washington, DC 20590

Re: Long Bridge Project EIS Scoping and Invitation to be a Participating Agency

Dear Mr. Hicks:

The Federal Railroad Administration (FRA), in coordination with the District Department of Transportation (DDOT), is preparing an Environmental Impact Statement (EIS) for the Long Bridge Project. The project consists of potential improvements to the Long Bridge and related railroad infrastructure (Proposed Action). The EIS will be prepared in accordance National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et. seq.*) (NEPA), Council on Environmental Quality NEPA regulations (40 CFR parts 1500–1508), FRA NEPA Procedures (64 FR 28545 dated May 26, 1999 and 78 FR 2713 dated January 14, 2013), and 23 U.S.C. 139. The purpose of this letter is to:

- 1) Announce a 30-day EIS scoping comment period beginning **August 26, 2016** and,
- 2) Invite Federal Highway Administration, District of Columbia Division to be a participating agency for the Long Bridge EIS.

Long Bridge Project Background

The current Long Bridge was constructed in 1904 and is owned and maintained by CSX Transportation (CSXT). It is the only freight railroad crossing over the Potomac River between the District of Columbia and Virginia. Currently, the two-track bridge serves CSXT freight trains, National Railroad Passenger Corporation (Amtrak) passenger rail, and VRE commuter rail. Norfolk-Southern retains trackage rights to operate over the bridge but does not exercise them today.

The Long Bridge is located within the Washington Monumental Core. The EIS Study Area extends approximately 3.2 miles from the VRE Crystal City Station in Arlington, VA to Control Point Virginia located near 3rd Street, SW in Washington, DC (see attachment). The Study Area includes federal park land managed by the National Park Service; historic and cultural properties; the Potomac River; offices, hotels, and apartment buildings; transportation facilities (VRE Crystal City Station, VRE L'Enfant Station, Long Bridge, eleven other railroad bridges, and four roadway bridges); and numerous pedestrian and bicycle trails.

The purpose of the Proposed Action is to address reliability and long-term railroad capacity issues for the Long Bridge corridor. The Proposed Action is needed to identify alternatives that would increase capacity to meet projected demand for passenger and freight rail services; improve operational flexibility and resiliency; and provide redundancy for this critical link in the local, regional, and national railroad network.

Long Bridge EIS and Agency Involvement

FRA is the lead Federal agency for the Project under NEPA, and DDOT is a joint lead agency. Currently, there is no funding for construction of the project, but an EIS is being prepared because FRA may provide construction funding in the future. The goal of the EIS is to provide FRA and DDOT with information to assess alternatives that will meet the Proposed Action's purpose and need; evaluate potential environmental impacts that could result from the alternatives; identify avoidance/mitigation measures associated with potential environmental impacts; and select Preferred Alternative.

FRA and DDOT identified your agency as having a potential interest in the Proposed Action. With this letter, your agency is invited to be a participating agency in accordance Section 139 of the Fixing America's Surface Transportation Act of 2015 (23 U.S.C. 139).¹ FRA and DDOT suggest that your agency's role as a participating agency in the Long Bridge EIS should also include the following:

1. Provide comments, responses, studies, or methodologies on those areas within the special expertise or jurisdiction of the agency;
2. Use the process to address any environmental issues of concern to the agency;

A Notice of Intent (NOI) to prepare the EIS will be published in the Federal Register. Following the NOI publication, a 30-day public scoping period will commence on August 26, 2016. An interagency scoping meeting to identify the range of issues to be addressed in the EIS is scheduled for:

September 14, 2016

9am - 11am

District Department of Transportation

55 M Street, SE

Washington, DC 20003

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FRA requests that you respond to this invitation to serve as a participating agency by completing the attached form and sending it back to FRA no later than Tuesday, **September 13, 2016**. Further, written EIS scoping comments will be accepted through **September 26, 2016**.

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All responses and comments can be electronically transmitted to info@longbridgeproject.com or mailed to: Amanda Murphy, Environmental Protection Specialist, USDOT FRA, Office of Railroad Policy and Development, 1200 New Jersey Avenue SE., MS-20, Washington, DC 20590.

If you are not the point of contact for your agency, please provide FRA with the appropriate contact information. Thank you in advance for your consideration. We look forward to working cooperatively with you on this project. If you have any questions or need additional information, please contact Ms. Murphy at (202) 493-0624 or amanda.murphy2@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Johnsen", with a long horizontal flourish extending to the right.

Michael Johnsen
Acting Chief, Environmental Division

Attachment: EIS Study Area Map

cc: Ms. Anna Chamberlin, Project Manager, DDOT

Long Bridge Study Area Map



Long Bridge Project EIS

I **CONCUR** our agency's role as a participating agency for the Long Bridge EIS:

_____ Point-of-Contact Name (Print or Type)	_____ Title
_____ Agency	_____ Email/Phone No.
_____ Signature	_____ Date

OR: I DECLINE our agency's role as a participating agency for the Long Bridge EIS.
NOTE: pursuant to 23 U.S.C. 139, any agency that chooses to decline an invitation to be a participating agency must affirm ALL of the following:

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_____ Name (Print or Type)	_____ Title
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Please return a response by September 13, 2016 to:

Email: info@longbridgeproject.com

Mail: Ms. Amanda Murphy
Environmental Protection Specialist
USDOT FRA
Office of Railroad Policy and Development
1200 New Jersey Avenue SE., MS-20
Washington, DC 20590



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 15, 2016

Ms. Lisa Landers
Environmental Protection Specialist
Federal Highway Administration - Eastern Federal Lands Highway Division
Loudoun Tech Center, 21400 Ridgetop Circle
Sterling, VA 20166-6511

Re: Long Bridge Project EIS Scoping and Invitation to be a Participating Agency

Dear Ms. Landers:

The Federal Railroad Administration (FRA), in coordination with the District Department of Transportation (DDOT), is preparing an Environmental Impact Statement (EIS) for the Long Bridge Project. The project consists of potential improvements to the Long Bridge and related railroad infrastructure (Proposed Action). The EIS will be prepared in accordance National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et. seq.*) (NEPA), Council on Environmental Quality NEPA regulations (40 CFR parts 1500–1508), FRA NEPA Procedures (64 FR 28545 dated May 26, 1999 and 78 FR 2713 dated January 14, 2013), and 23 U.S.C. 139. The purpose of this letter is to:

- 1) Announce a 30-day EIS scoping comment period beginning **August 26, 2016** and,
- 2) Invite Federal Highway Administration - Eastern Federal Lands Highway Division to be a participating agency for the Long Bridge EIS.

Long Bridge Project Background

The current Long Bridge was constructed in 1904 and is owned and maintained by CSX Transportation (CSXT). It is the only freight railroad crossing over the Potomac River between the District of Columbia and Virginia. Currently, the two-track bridge serves CSXT freight trains, National Railroad Passenger Corporation (Amtrak) passenger rail, and VRE commuter rail. Norfolk-Southern retains trackage rights to operate over the bridge but does not exercise them today.

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Long Bridge EIS and Agency Involvement

FRA is the lead Federal agency for the Project under NEPA, and DDOT is a joint lead agency. Currently, there is no funding for construction of the project, but an EIS is being prepared because FRA may provide construction funding in the future. The goal of the EIS is to provide FRA and DDOT with information to assess alternatives that will meet the Proposed Action's purpose and need; evaluate potential environmental impacts that could result from the alternatives; identify avoidance/mitigation measures associated with potential environmental impacts; and select Preferred Alternative.

FRA and DDOT identified your agency as having a potential interest in the Proposed Action. With this letter, your agency is invited to be a participating agency in accordance Section 139 of the Fixing America's Surface Transportation Act of 2015 (23 U.S.C. 139).¹ FRA and DDOT suggest that your agency's role as a participating agency in the Long Bridge EIS should also include the following:

1. Provide comments, responses, studies, or methodologies on those areas within the special expertise or jurisdiction of the agency;
2. Use the process to address any environmental issues of concern to the agency;

A Notice of Intent (NOI) to prepare the EIS will be published in the Federal Register. Following the NOI publication, a 30-day public scoping period will commence on August 26, 2016. An interagency scoping meeting to identify the range of issues to be addressed in the EIS is scheduled for:

September 14, 2016

9am - 11am

District Department of Transportation

55 M Street, SE

Washington, DC 20003

To ensure that the interests and concerns of your agency are properly identified and represented from the outset, we hope that you or a representative can participate in this meeting. If your agency is unable to attend the agency scoping meeting in person, the meeting will be broadcast via conference call and webinar. The information that participants will need to connect remotely will be provided as we get closer to the scheduled date.

FRA requests that you respond to this invitation to serve as a participating agency by completing the attached form and sending it back to FRA no later than Tuesday, **September 13, 2016**. Further, written EIS scoping comments will be accepted through **September 26, 2016**.

¹ A "participating agency" is any Federal and non-Federal agency that may have an interest in the project. This designation does not imply that an agency either supports the Proposed Action or has any jurisdiction over or any special expertise with respect to evaluation of the project.

All responses and comments can be electronically transmitted to info@longbridgeproject.com or mailed to: Amanda Murphy, Environmental Protection Specialist, USDOT FRA, Office of Railroad Policy and Development, 1200 New Jersey Avenue SE., MS-20, Washington, DC 20590.

If you are not the point of contact for your agency, please provide FRA with the appropriate contact information. Thank you in advance for your consideration. We look forward to working cooperatively with you on this project. If you have any questions or need additional information, please contact Ms. Murphy at (202) 493-0624 or amanda.murphy2@dot.gov.

Sincerely,

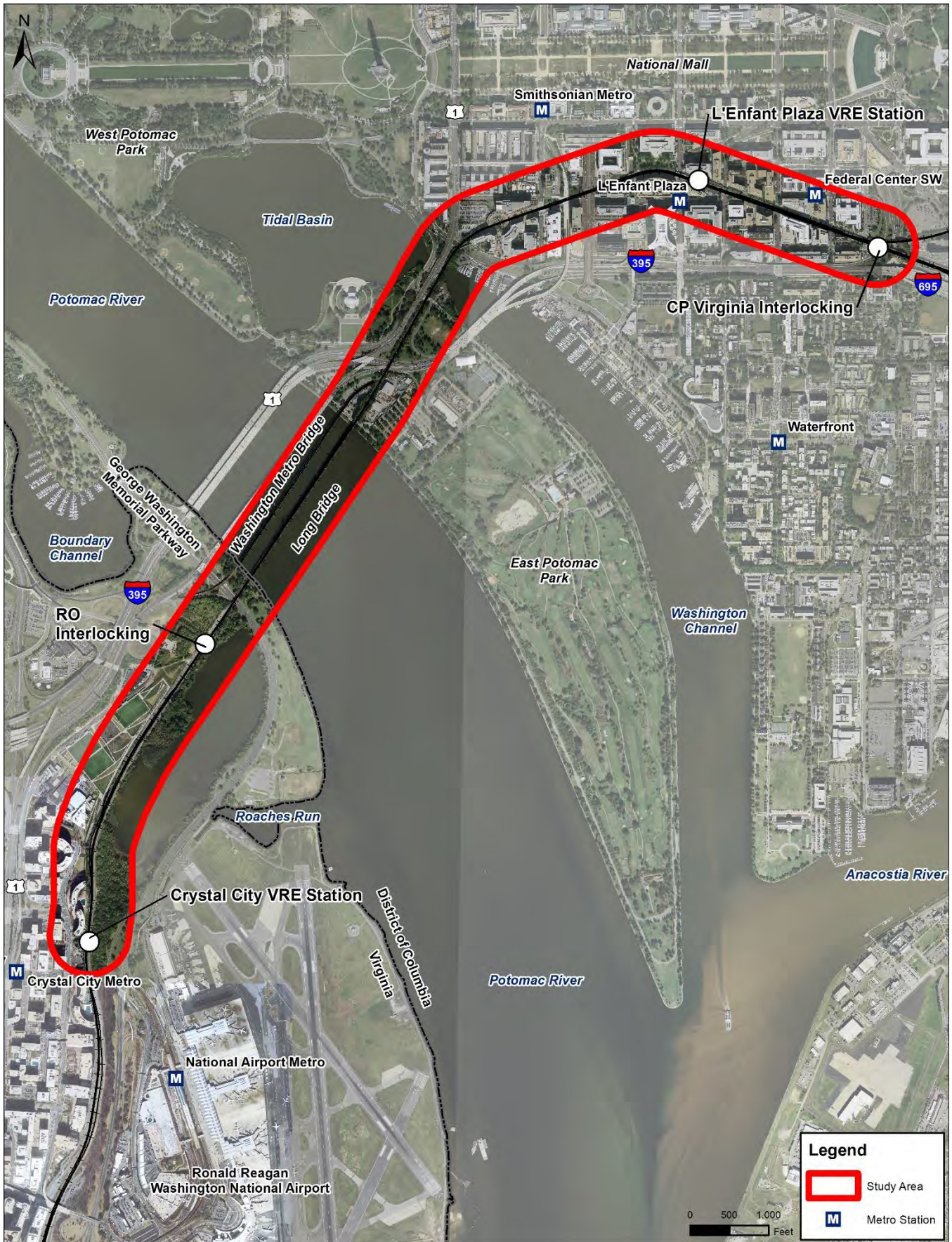
A handwritten signature in black ink, appearing to read "Michael Johnsen", with a long horizontal flourish extending to the right.

Michael Johnsen
Acting Chief, Environmental Division

Attachment: EIS Study Area Map

cc: Ms. Anna Chamberlin, Project Manager, DDOT

Long Bridge Study Area Map



Long Bridge Project EIS

I **CONCUR** our agency's role as a participating agency for the Long Bridge EIS:

_____ Point-of-Contact Name (Print or Type)	_____ Title
_____ Agency	_____ Email/Phone No.
_____ Signature	_____ Date

OR: I DECLINE our agency's role as a participating agency for the Long Bridge EIS.
NOTE: pursuant to 23 U.S.C. 139, any agency that chooses to decline an invitation to be a participating agency must affirm ALL of the following:

_____ Our agency has no jurisdiction or authority with respect to the Proposed Action; no expertise or information relevant to the Proposed Action; and does not intend to submit comments on the Proposed Action.

_____ Name (Print or Type)	_____ Title
_____ Agency	_____ Email or Phone No.
_____ Signature	_____ Date

Please return a response by September 13, 2016 to:

Email: info@longbridgeproject.com

Mail: Ms. Amanda Murphy
Environmental Protection Specialist
USDOT FRA
Office of Railroad Policy and Development
1200 New Jersey Avenue SE., MS-20
Washington, DC 20590



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 15, 2016

Ms. Genevieve LaRouche
Field Supervisor
U.S. Fish & Wildlife Service
177 Admiral Cochrane Drive
Annapolis, MD 21401

Re: Long Bridge Project EIS Scoping and Invitation to be a Participating Agency

Dear Ms. LaRouche:

The Federal Railroad Administration (FRA), in coordination with the District Department of Transportation (DDOT), is preparing an Environmental Impact Statement (EIS) for the Long Bridge Project. The project consists of potential improvements to the Long Bridge and related railroad infrastructure (Proposed Action). The EIS will be prepared in accordance National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et. seq.*) (NEPA), Council on Environmental Quality NEPA regulations (40 CFR parts 1500–1508), FRA NEPA Procedures (64 FR 28545 dated May 26, 1999 and 78 FR 2713 dated January 14, 2013), and 23 U.S.C. 139. The purpose of this letter is to:

- 1) Announce a 30-day EIS scoping comment period beginning **August 26, 2016** and,
- 2) Invite U.S. Fish & Wildlife Service to be a participating agency for the Long Bridge EIS.

Long Bridge Project Background

The current Long Bridge was constructed in 1904 and is owned and maintained by CSX Transportation (CSXT). It is the only freight railroad crossing over the Potomac River between the District of Columbia and Virginia. Currently, the two-track bridge serves CSXT freight trains, National Railroad Passenger Corporation (Amtrak) passenger rail, and VRE commuter rail. Norfolk-Southern retains trackage rights to operate over the bridge but does not exercise them today.

The Long Bridge is located within the Washington Monumental Core. The EIS Study Area extends approximately 3.2 miles from the VRE Crystal City Station in Arlington, VA to Control Point Virginia located near 3rd Street, SW in Washington, DC (see attachment). The Study Area includes federal park land managed by the National Park Service; historic and cultural properties; the Potomac River; offices, hotels, and apartment buildings; transportation facilities (VRE Crystal City Station, VRE L'Enfant Station, Long Bridge, eleven other railroad bridges, and four roadway bridges); and numerous pedestrian and bicycle trails.

The purpose of the Proposed Action is to address reliability and long-term railroad capacity issues for the Long Bridge corridor. The Proposed Action is needed to identify alternatives that would increase capacity to meet projected demand for passenger and freight rail services; improve operational flexibility and resiliency; and provide redundancy for this critical link in the local, regional, and national railroad network.

Long Bridge EIS and Agency Involvement

FRA is the lead Federal agency for the Project under NEPA, and DDOT is a joint lead agency. Currently, there is no funding for construction of the project, but an EIS is being prepared because FRA may provide construction funding in the future. The goal of the EIS is to provide FRA and DDOT with information to assess alternatives that will meet the Proposed Action's purpose and need; evaluate potential environmental impacts that could result from the alternatives; identify avoidance/mitigation measures associated with potential environmental impacts; and select Preferred Alternative.

FRA and DDOT identified your agency as having a potential interest in the Proposed Action. With this letter, your agency is invited to be a participating agency in accordance Section 139 of the Fixing America's Surface Transportation Act of 2015 (23 U.S.C. 139).¹ FRA and DDOT suggest that your agency's role as a participating agency in the Long Bridge EIS should also include the following:

1. Provide comments, responses, studies, or methodologies on those areas within the special expertise or jurisdiction of the agency;
2. Use the process to address any environmental issues of concern to the agency;

A Notice of Intent (NOI) to prepare the EIS will be published in the Federal Register. Following the NOI publication, a 30-day public scoping period will commence on August 26, 2016. An interagency scoping meeting to identify the range of issues to be addressed in the EIS is scheduled for:

September 14, 2016

9am - 11am

District Department of Transportation

55 M Street, SE

Washington, DC 20003

To ensure that the interests and concerns of your agency are properly identified and represented from the outset, we hope that you or a representative can participate in this meeting. If your agency is unable to attend the agency scoping meeting in person, the meeting will be broadcast via conference call and webinar. The information that participants will need to connect remotely will be provided as we get closer to the scheduled date.

FRA requests that you respond to this invitation to serve as a participating agency by completing the attached form and sending it back to FRA no later than Tuesday, **September 13, 2016**. Further, written EIS scoping comments will be accepted through **September 26, 2016**.

¹ A "participating agency" is any Federal and non-Federal agency that may have an interest in the project. This designation does not imply that an agency either supports the Proposed Action or has any jurisdiction over or any special expertise with respect to evaluation of the project.

All responses and comments can be electronically transmitted to info@longbridgeproject.com or mailed to: Amanda Murphy, Environmental Protection Specialist, USDOT FRA, Office of Railroad Policy and Development, 1200 New Jersey Avenue SE., MS-20, Washington, DC 20590.

If you are not the point of contact for your agency, please provide FRA with the appropriate contact information. Thank you in advance for your consideration. We look forward to working cooperatively with you on this project. If you have any questions or need additional information, please contact Ms. Murphy at (202) 493-0624 or amanda.murphy2@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Johnsen", with a long horizontal flourish extending to the right.

Michael Johnsen
Acting Chief, Environmental Division

Attachment: EIS Study Area Map

cc: Ms. Anna Chamberlin, Project Manager, DDOT

Long Bridge Study Area Map



Long Bridge Project EIS

I **CONCUR** our agency's role as a participating agency for the Long Bridge EIS:

_____ Point-of-Contact Name (Print or Type)	_____ Title
_____ Agency	_____ Email/Phone No.
_____ Signature	_____ Date

OR: I DECLINE our agency's role as a participating agency for the Long Bridge EIS.
NOTE: pursuant to 23 U.S.C. 139, any agency that chooses to decline an invitation to be a participating agency must affirm ALL of the following:

_____ Our agency has no jurisdiction or authority with respect to the Proposed Action; no expertise or information relevant to the Proposed Action; and does not intend to submit comments on the Proposed Action.

_____ Name (Print or Type)	_____ Title
_____ Agency	_____ Email or Phone No.
_____ Signature	_____ Date

Please return a response by September 13, 2016 to:

Email: info@longbridgeproject.com

Mail: Ms. Amanda Murphy
Environmental Protection Specialist
USDOT FRA
Office of Railroad Policy and Development
1200 New Jersey Avenue SE., MS-20
Washington, DC 20590



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 15, 2016

Ms. Julia E. Hudson
Regional Administrator of National Capital Region
U.S. General Services Administration
301 7th Street SW
Washington, DC 20407

Re: Long Bridge Project EIS Scoping and Invitation to be a Participating Agency

Dear Ms. Hudson:

The Federal Railroad Administration (FRA), in coordination with the District Department of Transportation (DDOT), is preparing an Environmental Impact Statement (EIS) for the Long Bridge Project. The project consists of potential improvements to the Long Bridge and related railroad infrastructure (Proposed Action). The EIS will be prepared in accordance National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et. seq.*) (NEPA), Council on Environmental Quality NEPA regulations (40 CFR parts 1500–1508), FRA NEPA Procedures (64 FR 28545 dated May 26, 1999 and 78 FR 2713 dated January 14, 2013), and 23 U.S.C. 139. The purpose of this letter is to:

- 1) Announce a 30-day EIS scoping comment period beginning **August 26, 2016** and,
- 2) Invite U.S. General Services Administration to be a participating agency for the Long Bridge EIS.

Long Bridge Project Background

The current Long Bridge was constructed in 1904 and is owned and maintained by CSX Transportation (CSXT). It is the only freight railroad crossing over the Potomac River between the District of Columbia and Virginia. Currently, the two-track bridge serves CSXT freight trains, National Railroad Passenger Corporation (Amtrak) passenger rail, and VRE commuter rail. Norfolk-Southern retains trackage rights to operate over the bridge but does not exercise them today.

The Long Bridge is located within the Washington Monumental Core. The EIS Study Area extends approximately 3.2 miles from the VRE Crystal City Station in Arlington, VA to Control Point Virginia located near 3rd Street, SW in Washington, DC (see attachment). The Study Area includes federal park land managed by the National Park Service; historic and cultural properties; the Potomac River; offices, hotels, and apartment buildings; transportation facilities (VRE Crystal City Station, VRE L'Enfant Station, Long Bridge, eleven other railroad bridges, and four roadway bridges); and numerous pedestrian and bicycle trails.

The purpose of the Proposed Action is to address reliability and long-term railroad capacity issues for the Long Bridge corridor. The Proposed Action is needed to identify alternatives that would increase capacity to meet projected demand for passenger and freight rail services; improve operational flexibility and resiliency; and provide redundancy for this critical link in the local, regional, and national railroad network.

Long Bridge EIS and Agency Involvement

FRA is the lead Federal agency for the Project under NEPA, and DDOT is a joint lead agency. Currently, there is no funding for construction of the project, but an EIS is being prepared because FRA may provide construction funding in the future. The goal of the EIS is to provide FRA and DDOT with information to assess alternatives that will meet the Proposed Action's purpose and need; evaluate potential environmental impacts that could result from the alternatives; identify avoidance/mitigation measures associated with potential environmental impacts; and select Preferred Alternative.

FRA and DDOT identified your agency as having a potential interest in the Proposed Action. With this letter, your agency is invited to be a participating agency in accordance Section 139 of the Fixing America's Surface Transportation Act of 2015 (23 U.S.C. 139).¹ FRA and DDOT suggest that your agency's role as a participating agency in the Long Bridge EIS should also include the following:

1. Provide comments, responses, studies, or methodologies on those areas within the special expertise or jurisdiction of the agency;
2. Use the process to address any environmental issues of concern to the agency;

A Notice of Intent (NOI) to prepare the EIS will be published in the Federal Register. Following the NOI publication, a 30-day public scoping period will commence on August 26, 2016. An interagency scoping meeting to identify the range of issues to be addressed in the EIS is scheduled for:

September 14, 2016

9am - 11am

District Department of Transportation

55 M Street, SE

Washington, DC 20003

To ensure that the interests and concerns of your agency are properly identified and represented from the outset, we hope that you or a representative can participate in this meeting. If your agency is unable to attend the agency scoping meeting in person, the meeting will be broadcast via conference call and webinar. The information that participants will need to connect remotely will be provided as we get closer to the scheduled date.

FRA requests that you respond to this invitation to serve as a participating agency by completing the attached form and sending it back to FRA no later than Tuesday, **September 13, 2016**. Further, written EIS scoping comments will be accepted through **September 26, 2016**.

¹ A "participating agency" is any Federal and non-Federal agency that may have an interest in the project. This designation does not imply that an agency either supports the Proposed Action or has any jurisdiction over or any special expertise with respect to evaluation of the project.

All responses and comments can be electronically transmitted to info@longbridgeproject.com or mailed to: Amanda Murphy, Environmental Protection Specialist, USDOT FRA, Office of Railroad Policy and Development, 1200 New Jersey Avenue SE., MS-20, Washington, DC 20590.

If you are not the point of contact for your agency, please provide FRA with the appropriate contact information. Thank you in advance for your consideration. We look forward to working cooperatively with you on this project. If you have any questions or need additional information, please contact Ms. Murphy at (202) 493-0624 or amanda.murphy2@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Johnsen", with a long horizontal flourish extending to the right.

Michael Johnsen
Acting Chief, Environmental Division

Attachment: EIS Study Area Map

cc: Ms. Anna Chamberlin, Project Manager, DDOT

Long Bridge Study Area Map



Long Bridge Project EIS

I **CONCUR** our agency's role as a participating agency for the Long Bridge EIS:

_____ Point-of-Contact Name (Print or Type)	_____ Title
_____ Agency	_____ Email/Phone No.
_____ Signature	_____ Date

OR: I DECLINE our agency's role as a participating agency for the Long Bridge EIS.
NOTE: pursuant to 23 U.S.C. 139, any agency that chooses to decline an invitation to be a participating agency must affirm ALL of the following:

_____ Our agency has no jurisdiction or authority with respect to the Proposed Action; no expertise or information relevant to the Proposed Action; and does not intend to submit comments on the Proposed Action.

_____ Name (Print or Type)	_____ Title
_____ Agency	_____ Email or Phone No.
_____ Signature	_____ Date

Please return a response by September 13, 2016 to:

Email: info@longbridgeproject.com

Mail: Ms. Amanda Murphy
Environmental Protection Specialist
USDOT FRA
Office of Railroad Policy and Development
1200 New Jersey Avenue SE., MS-20
Washington, DC 20590



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 15, 2016

Mr. Pete K. Rahn
Secretary of Transportation
Maryland DOT (MTA/MARC)
7201 Corporate Center Drive
Hanover, MD 21061

Re: Long Bridge Project EIS Scoping and Invitation to be a Participating Agency

Dear Mr. Rahn:

The Federal Railroad Administration (FRA), in coordination with the District Department of Transportation (DDOT), is preparing an Environmental Impact Statement (EIS) for the Long Bridge Project. The project consists of potential improvements to the Long Bridge and related railroad infrastructure (Proposed Action). The EIS will be prepared in accordance National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et. seq.*) (NEPA), Council on Environmental Quality NEPA regulations (40 CFR parts 1500–1508), FRA NEPA Procedures (64 FR 28545 dated May 26, 1999 and 78 FR 2713 dated January 14, 2013), and 23 U.S.C. 139. The purpose of this letter is to:

- 1) Announce a 30-day EIS scoping comment period beginning **August 26, 2016** and,
- 2) Invite Maryland DOT (MTA/MARC) to be a participating agency for the Long Bridge EIS.

Long Bridge Project Background

The current Long Bridge was constructed in 1904 and is owned and maintained by CSX Transportation (CSXT). It is the only freight railroad crossing over the Potomac River between the District of Columbia and Virginia. Currently, the two-track bridge serves CSXT freight trains, National Railroad Passenger Corporation (Amtrak) passenger rail, and VRE commuter rail. Norfolk-Southern retains trackage rights to operate over the bridge but does not exercise them today.

The Long Bridge is located within the Washington Monumental Core. The EIS Study Area extends approximately 3.2 miles from the VRE Crystal City Station in Arlington, VA to Control Point Virginia located near 3rd Street, SW in Washington, DC (see attachment). The Study Area includes federal park land managed by the National Park Service; historic and cultural properties; the Potomac River; offices, hotels, and apartment buildings; transportation facilities (VRE Crystal City Station, VRE L'Enfant Station, Long Bridge, eleven other railroad bridges, and four roadway bridges); and numerous pedestrian and bicycle trails.

The purpose of the Proposed Action is to address reliability and long-term railroad capacity issues for the Long Bridge corridor. The Proposed Action is needed to identify alternatives that would increase capacity to meet projected demand for passenger and freight rail services; improve operational flexibility and resiliency; and provide redundancy for this critical link in the local, regional, and national railroad network.

Long Bridge EIS and Agency Involvement

FRA is the lead Federal agency for the Project under NEPA, and DDOT is a joint lead agency. Currently, there is no funding for construction of the project, but an EIS is being prepared because FRA may provide construction funding in the future. The goal of the EIS is to provide FRA and DDOT with information to assess alternatives that will meet the Proposed Action's purpose and need; evaluate potential environmental impacts that could result from the alternatives; identify avoidance/mitigation measures associated with potential environmental impacts; and select Preferred Alternative.

FRA and DDOT identified your agency as having a potential interest in the Proposed Action. With this letter, your agency is invited to be a participating agency in accordance Section 139 of the Fixing America's Surface Transportation Act of 2015 (23 U.S.C. 139).¹ FRA and DDOT suggest that your agency's role as a participating agency in the Long Bridge EIS should also include the following:

1. Provide comments, responses, studies, or methodologies on those areas within the special expertise or jurisdiction of the agency;
2. Use the process to address any environmental issues of concern to the agency;

A Notice of Intent (NOI) to prepare the EIS will be published in the Federal Register. Following the NOI publication, a 30-day public scoping period will commence on August 26, 2016. An interagency scoping meeting to identify the range of issues to be addressed in the EIS is scheduled for:

September 14, 2016

9am - 11am

District Department of Transportation

55 M Street, SE

Washington, DC 20003

To ensure that the interests and concerns of your agency are properly identified and represented from the outset, we hope that you or a representative can participate in this meeting. If your agency is unable to attend the agency scoping meeting in person, the meeting will be broadcast via conference call and webinar. The information that participants will need to connect remotely will be provided as we get closer to the scheduled date.

FRA requests that you respond to this invitation to serve as a participating agency by completing the attached form and sending it back to FRA no later than Tuesday, **September 13, 2016**. Further, written EIS scoping comments will be accepted through **September 26, 2016**.

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All responses and comments can be electronically transmitted to info@longbridgeproject.com or mailed to: Amanda Murphy, Environmental Protection Specialist, USDOT FRA, Office of Railroad Policy and Development, 1200 New Jersey Avenue SE., MS-20, Washington, DC 20590.

If you are not the point of contact for your agency, please provide FRA with the appropriate contact information. Thank you in advance for your consideration. We look forward to working cooperatively with you on this project. If you have any questions or need additional information, please contact Ms. Murphy at (202) 493-0624 or amanda.murphy2@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Johnsen", with a long horizontal flourish extending to the right.

Michael Johnsen
Acting Chief, Environmental Division

Attachment: EIS Study Area Map

cc: Ms. Anna Chamberlin, Project Manager, DDOT

Long Bridge Study Area Map



Long Bridge Project EIS

I **CONCUR** our agency's role as a participating agency for the Long Bridge EIS:

_____ Point-of-Contact Name (Print or Type)	_____ Title
_____ Agency	_____ Email/Phone No.
_____ Signature	_____ Date

OR: I DECLINE our agency's role as a participating agency for the Long Bridge EIS.
NOTE: pursuant to 23 U.S.C. 139, any agency that chooses to decline an invitation to be a participating agency must affirm ALL of the following:

_____ Our agency has no jurisdiction or authority with respect to the Proposed Action; no expertise or information relevant to the Proposed Action; and does not intend to submit comments on the Proposed Action.

_____ Name (Print or Type)	_____ Title
_____ Agency	_____ Email or Phone No.
_____ Signature	_____ Date

Please return a response by September 13, 2016 to:

Email: info@longbridgeproject.com

Mail: Ms. Amanda Murphy
Environmental Protection Specialist
USDOT FRA
Office of Railroad Policy and Development
1200 New Jersey Avenue SE., MS-20
Washington, DC 20590



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 15, 2016

Mr. John E. Potter
President and CEO
Metropolitan Washington Airports Authority
1 Aviation Circle
Washington, DC 20001

Re: Long Bridge Project EIS Scoping and Invitation to be a Participating Agency

Dear Mr. Potter:

The Federal Railroad Administration (FRA), in coordination with the District Department of Transportation (DDOT), is preparing an Environmental Impact Statement (EIS) for the Long Bridge Project. The project consists of potential improvements to the Long Bridge and related railroad infrastructure (Proposed Action). The EIS will be prepared in accordance National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et. seq.*) (NEPA), Council on Environmental Quality NEPA regulations (40 CFR parts 1500–1508), FRA NEPA Procedures (64 FR 28545 dated May 26, 1999 and 78 FR 2713 dated January 14, 2013), and 23 U.S.C. 139. The purpose of this letter is to:

- 1) Announce a 30-day EIS scoping comment period beginning **August 26, 2016** and,
- 2) Invite Metropolitan Washington Airports Authority to be a participating agency for the Long Bridge EIS.

Long Bridge Project Background

The current Long Bridge was constructed in 1904 and is owned and maintained by CSX Transportation (CSXT). It is the only freight railroad crossing over the Potomac River between the District of Columbia and Virginia. Currently, the two-track bridge serves CSXT freight trains, National Railroad Passenger Corporation (Amtrak) passenger rail, and VRE commuter rail. Norfolk-Southern retains trackage rights to operate over the bridge but does not exercise them today.

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Long Bridge EIS and Agency Involvement

FRA is the lead Federal agency for the Project under NEPA, and DDOT is a joint lead agency. Currently, there is no funding for construction of the project, but an EIS is being prepared because FRA may provide construction funding in the future. The goal of the EIS is to provide FRA and DDOT with information to assess alternatives that will meet the Proposed Action's purpose and need; evaluate potential environmental impacts that could result from the alternatives; identify avoidance/mitigation measures associated with potential environmental impacts; and select Preferred Alternative.

FRA and DDOT identified your agency as having a potential interest in the Proposed Action. With this letter, your agency is invited to be a participating agency in accordance Section 139 of the Fixing America's Surface Transportation Act of 2015 (23 U.S.C. 139).¹ FRA and DDOT suggest that your agency's role as a participating agency in the Long Bridge EIS should also include the following:

1. Provide comments, responses, studies, or methodologies on those areas within the special expertise or jurisdiction of the agency;
2. Use the process to address any environmental issues of concern to the agency;

A Notice of Intent (NOI) to prepare the EIS will be published in the Federal Register. Following the NOI publication, a 30-day public scoping period will commence on August 26, 2016. An interagency scoping meeting to identify the range of issues to be addressed in the EIS is scheduled for:

September 14, 2016

9am - 11am

District Department of Transportation

55 M Street, SE

Washington, DC 20003

To ensure that the interests and concerns of your agency are properly identified and represented from the outset, we hope that you or a representative can participate in this meeting. If your agency is unable to attend the agency scoping meeting in person, the meeting will be broadcast via conference call and webinar. The information that participants will need to connect remotely will be provided as we get closer to the scheduled date.

FRA requests that you respond to this invitation to serve as a participating agency by completing the attached form and sending it back to FRA no later than Tuesday, **September 13, 2016**. Further, written EIS scoping comments will be accepted through **September 26, 2016**.

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All responses and comments can be electronically transmitted to info@longbridgeproject.com or mailed to: Amanda Murphy, Environmental Protection Specialist, USDOT FRA, Office of Railroad Policy and Development, 1200 New Jersey Avenue SE., MS-20, Washington, DC 20590.

If you are not the point of contact for your agency, please provide FRA with the appropriate contact information. Thank you in advance for your consideration. We look forward to working cooperatively with you on this project. If you have any questions or need additional information, please contact Ms. Murphy at (202) 493-0624 or amanda.murphy2@dot.gov.

Sincerely,

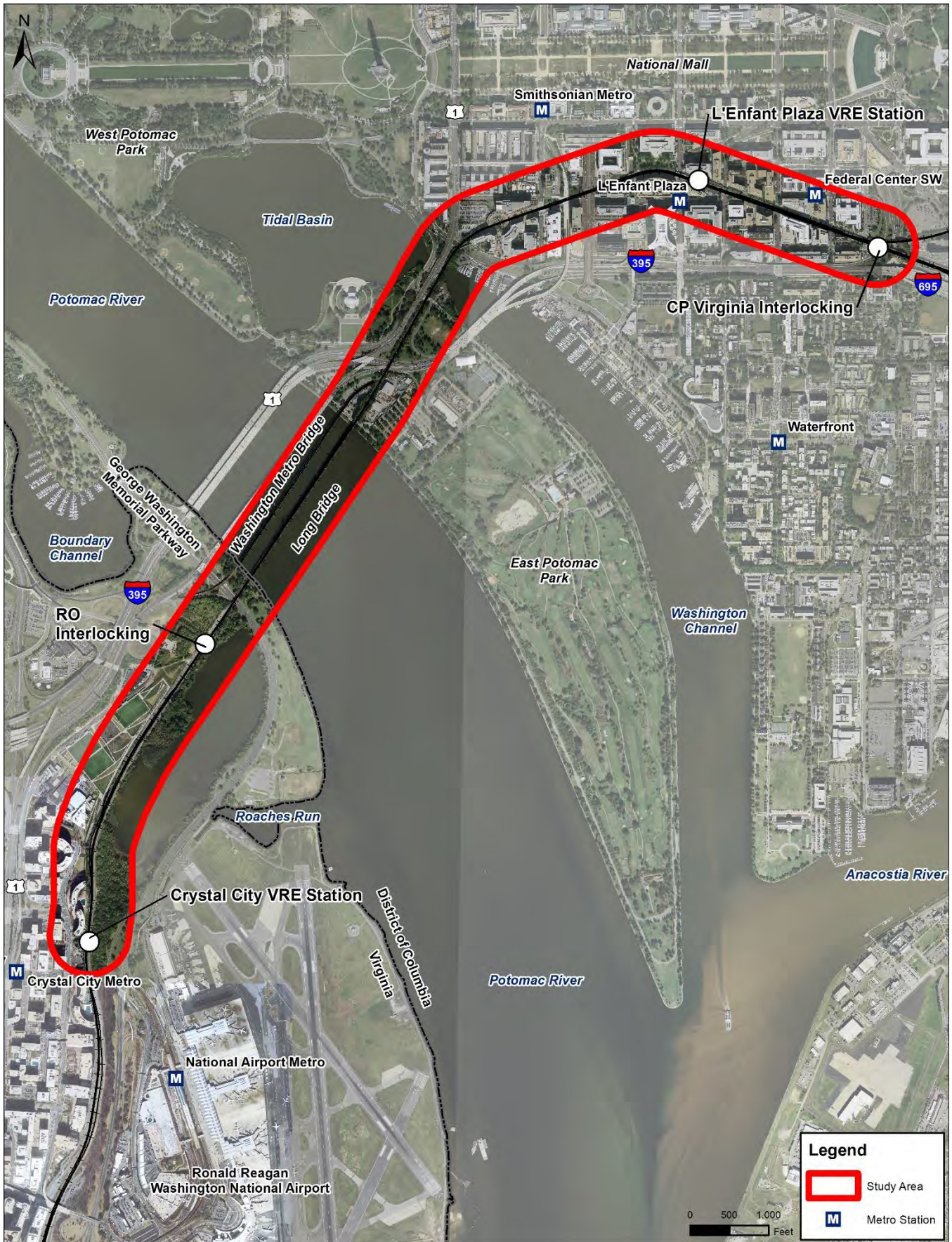
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Michael Johnsen
Acting Chief, Environmental Division

Attachment: EIS Study Area Map

cc: Ms. Anna Chamberlin, Project Manager, DDOT

Long Bridge Study Area Map



Long Bridge Project EIS

I **CONCUR** our agency's role as a participating agency for the Long Bridge EIS:

_____ Point-of-Contact Name (Print or Type)	_____ Title
_____ Agency	_____ Email/Phone No.
_____ Signature	_____ Date

OR: I DECLINE our agency's role as a participating agency for the Long Bridge EIS.
NOTE: pursuant to 23 U.S.C. 139, any agency that chooses to decline an invitation to be a participating agency must affirm ALL of the following:

_____ Our agency has no jurisdiction or authority with respect to the Proposed Action; no expertise or information relevant to the Proposed Action; and does not intend to submit comments on the Proposed Action.

_____ Name (Print or Type)	_____ Title
_____ Agency	_____ Email or Phone No.
_____ Signature	_____ Date

Please return a response by September 13, 2016 to:

Email: info@longbridgeproject.com

Mail: Ms. Amanda Murphy
Environmental Protection Specialist
USDOT FRA
Office of Railroad Policy and Development
1200 New Jersey Avenue SE., MS-20
Washington, DC 20590



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 15, 2016

Major General Bradley A. Becker
Commanding
Military District of Washington - Joint Force Headquarters
Fort Lesley J. McNair, 103 3rd Avenue SW
Washington, DC 20319

Re: Long Bridge Project EIS Scoping and Invitation to be a Participating Agency

Dear Major General Becker:

The Federal Railroad Administration (FRA), in coordination with the District Department of Transportation (DDOT), is preparing an Environmental Impact Statement (EIS) for the Long Bridge Project. The project consists of potential improvements to the Long Bridge and related railroad infrastructure (Proposed Action). The EIS will be prepared in accordance National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et. seq.*) (NEPA), Council on Environmental Quality NEPA regulations (40 CFR parts 1500–1508), FRA NEPA Procedures (64 FR 28545 dated May 26, 1999 and 78 FR 2713 dated January 14, 2013), and 23 U.S.C. 139. The purpose of this letter is to:

- 1) Announce a 30-day EIS scoping comment period beginning **August 26, 2016** and,
- 2) Invite Military District of Washington - Joint Force Headquarters to be a participating agency for the Long Bridge EIS.

Long Bridge Project Background

The current Long Bridge was constructed in 1904 and is owned and maintained by CSX Transportation (CSXT). It is the only freight railroad crossing over the Potomac River between the District of Columbia and Virginia. Currently, the two-track bridge serves CSXT freight trains, National Railroad Passenger Corporation (Amtrak) passenger rail, and VRE commuter rail. Norfolk-Southern retains trackage rights to operate over the bridge but does not exercise them today.

The Long Bridge is located within the Washington Monumental Core. The EIS Study Area extends approximately 3.2 miles from the VRE Crystal City Station in Arlington, VA to Control Point Virginia located near 3rd Street, SW in Washington, DC (see attachment). The Study Area includes federal park land managed by the National Park Service; historic and cultural properties; the Potomac River; offices, hotels, and apartment buildings; transportation facilities (VRE Crystal City Station, VRE L'Enfant Station, Long Bridge, eleven other railroad bridges, and four roadway bridges); and numerous pedestrian and bicycle trails.

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Long Bridge EIS and Agency Involvement

FRA is the lead Federal agency for the Project under NEPA, and DDOT is a joint lead agency. Currently, there is no funding for construction of the project, but an EIS is being prepared because FRA may provide construction funding in the future. The goal of the EIS is to provide FRA and DDOT with information to assess alternatives that will meet the Proposed Action's purpose and need; evaluate potential environmental impacts that could result from the alternatives; identify avoidance/mitigation measures associated with potential environmental impacts; and select Preferred Alternative.

FRA and DDOT identified your agency as having a potential interest in the Proposed Action. With this letter, your agency is invited to be a participating agency in accordance Section 139 of the Fixing America's Surface Transportation Act of 2015 (23 U.S.C. 139).¹ FRA and DDOT suggest that your agency's role as a participating agency in the Long Bridge EIS should also include the following:

1. Provide comments, responses, studies, or methodologies on those areas within the special expertise or jurisdiction of the agency;
2. Use the process to address any environmental issues of concern to the agency;

A Notice of Intent (NOI) to prepare the EIS will be published in the Federal Register. Following the NOI publication, a 30-day public scoping period will commence on August 26, 2016. An interagency scoping meeting to identify the range of issues to be addressed in the EIS is scheduled for:

September 14, 2016

9am - 11am

District Department of Transportation

55 M Street, SE

Washington, DC 20003

To ensure that the interests and concerns of your agency are properly identified and represented from the outset, we hope that you or a representative can participate in this meeting. If your agency is unable to attend the agency scoping meeting in person, the meeting will be broadcast via conference call and webinar. The information that participants will need to connect remotely will be provided as we get closer to the scheduled date.

FRA requests that you respond to this invitation to serve as a participating agency by completing the attached form and sending it back to FRA no later than Tuesday, **September 13, 2016**. Further, written EIS scoping comments will be accepted through **September 26, 2016**.

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All responses and comments can be electronically transmitted to info@longbridgeproject.com or mailed to: Amanda Murphy, Environmental Protection Specialist, USDOT FRA, Office of Railroad Policy and Development, 1200 New Jersey Avenue SE., MS-20, Washington, DC 20590.

If you are not the point of contact for your agency, please provide FRA with the appropriate contact information. Thank you in advance for your consideration. We look forward to working cooperatively with you on this project. If you have any questions or need additional information, please contact Ms. Murphy at (202) 493-0624 or amanda.murphy2@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Johnsen", with a long horizontal flourish extending to the right.

Michael Johnsen
Acting Chief, Environmental Division

Attachment: EIS Study Area Map

cc: Ms. Anna Chamberlin, Project Manager, DDOT

Long Bridge Study Area Map



Long Bridge Project EIS

I **CONCUR** our agency's role as a participating agency for the Long Bridge EIS:

_____ Point-of-Contact Name (Print or Type)	_____ Title
_____ Agency	_____ Email/Phone No.
_____ Signature	_____ Date

OR: I DECLINE our agency's role as a participating agency for the Long Bridge EIS.
NOTE: pursuant to 23 U.S.C. 139, any agency that chooses to decline an invitation to be a participating agency must affirm ALL of the following:

_____ Our agency has no jurisdiction or authority with respect to the Proposed Action; no expertise or information relevant to the Proposed Action; and does not intend to submit comments on the Proposed Action.

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Please return a response by September 13, 2016 to:

Email: info@longbridgeproject.com

Mail: Ms. Amanda Murphy
Environmental Protection Specialist
USDOT FRA
Office of Railroad Policy and Development
1200 New Jersey Avenue SE., MS-20
Washington, DC 20590



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 15, 2016

Mr. Chuck Bean
Executive Director
Metropolitan Washington Council of Governments
777 North Capitol Street NE, #300
Washington, DC 20002

Re: Long Bridge Project EIS Scoping and Invitation to be a Participating Agency

Dear Mr. Bean:

The Federal Railroad Administration (FRA), in coordination with the District Department of Transportation (DDOT), is preparing an Environmental Impact Statement (EIS) for the Long Bridge Project. The project consists of potential improvements to the Long Bridge and related railroad infrastructure (Proposed Action). The EIS will be prepared in accordance National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et. seq.*) (NEPA), Council on Environmental Quality NEPA regulations (40 CFR parts 1500–1508), FRA NEPA Procedures (64 FR 28545 dated May 26, 1999 and 78 FR 2713 dated January 14, 2013), and 23 U.S.C. 139. The purpose of this letter is to:

- 1) Announce a 30-day EIS scoping comment period beginning **August 26, 2016** and,
- 2) Invite Metropolitan Washington Council of Governments to be a participating agency for the Long Bridge EIS.

Long Bridge Project Background

The current Long Bridge was constructed in 1904 and is owned and maintained by CSX Transportation (CSXT). It is the only freight railroad crossing over the Potomac River between the District of Columbia and Virginia. Currently, the two-track bridge serves CSXT freight trains, National Railroad Passenger Corporation (Amtrak) passenger rail, and VRE commuter rail. Norfolk-Southern retains trackage rights to operate over the bridge but does not exercise them today.

The Long Bridge is located within the Washington Monumental Core. The EIS Study Area extends approximately 3.2 miles from the VRE Crystal City Station in Arlington, VA to Control Point Virginia located near 3rd Street, SW in Washington, DC (see attachment). The Study Area includes federal park land managed by the National Park Service; historic and cultural properties; the Potomac River; offices, hotels, and apartment buildings; transportation facilities (VRE Crystal City Station, VRE L'Enfant Station, Long Bridge, eleven other railroad bridges, and four roadway bridges); and numerous pedestrian and bicycle trails.

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Long Bridge EIS and Agency Involvement

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1. Provide comments, responses, studies, or methodologies on those areas within the special expertise or jurisdiction of the agency;
2. Use the process to address any environmental issues of concern to the agency;

A Notice of Intent (NOI) to prepare the EIS will be published in the Federal Register. Following the NOI publication, a 30-day public scoping period will commence on August 26, 2016. An interagency scoping meeting to identify the range of issues to be addressed in the EIS is scheduled for:

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District Department of Transportation

55 M Street, SE

Washington, DC 20003

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FRA requests that you respond to this invitation to serve as a participating agency by completing the attached form and sending it back to FRA no later than Tuesday, **September 13, 2016**. Further, written EIS scoping comments will be accepted through **September 26, 2016**.

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If you are not the point of contact for your agency, please provide FRA with the appropriate contact information. Thank you in advance for your consideration. We look forward to working cooperatively with you on this project. If you have any questions or need additional information, please contact Ms. Murphy at (202) 493-0624 or amanda.murphy2@dot.gov.

Sincerely,

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Michael Johnsen
Acting Chief, Environmental Division

Attachment: EIS Study Area Map

cc: Ms. Anna Chamberlin, Project Manager, DDOT

Long Bridge Study Area Map



Long Bridge Project EIS

I **CONCUR** our agency's role as a participating agency for the Long Bridge EIS:

_____ Point-of-Contact Name (Print or Type)	_____ Title
_____ Agency	_____ Email/Phone No.
_____ Signature	_____ Date

OR: I DECLINE our agency's role as a participating agency for the Long Bridge EIS.
NOTE: pursuant to 23 U.S.C. 139, any agency that chooses to decline an invitation to be a participating agency must affirm ALL of the following:

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Please return a response by September 13, 2016 to:

Email: info@longbridgeproject.com

Mail: Ms. Amanda Murphy
Environmental Protection Specialist
USDOT FRA
Office of Railroad Policy and Development
1200 New Jersey Avenue SE., MS-20
Washington, DC 20590



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 15, 2016

Mr. Dave O'Brien
Marine Habitat Resource Specialist (Virginia)
National Marine Fisheries Service of NOAA
Gloucester Point Field Office
Gloucester Point, VA 23062

Re: Long Bridge Project EIS Scoping and Invitation to be a Participating Agency

Dear Mr. O'Brien:

The Federal Railroad Administration (FRA), in coordination with the District Department of Transportation (DDOT), is preparing an Environmental Impact Statement (EIS) for the Long Bridge Project. The project consists of potential improvements to the Long Bridge and related railroad infrastructure (Proposed Action). The EIS will be prepared in accordance National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et. seq.*) (NEPA), Council on Environmental Quality NEPA regulations (40 CFR parts 1500–1508), FRA NEPA Procedures (64 FR 28545 dated May 26, 1999 and 78 FR 2713 dated January 14, 2013), and 23 U.S.C. 139. The purpose of this letter is to:

- 1) Announce a 30-day EIS scoping comment period beginning **August 26, 2016** and,
- 2) Invite National Marine Fisheries Service of NOAA to be a participating agency for the Long Bridge EIS.

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55 M Street, SE

Washington, DC 20003

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Michael Johnsen
Acting Chief, Environmental Division

Attachment: EIS Study Area Map

cc: Ms. Anna Chamberlin, Project Manager, DDOT

Long Bridge Study Area Map



Long Bridge Project EIS

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Environmental Protection Specialist
USDOT FRA
Office of Railroad Policy and Development
1200 New Jersey Avenue SE., MS-20
Washington, DC 20590



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 15, 2016

Ms. Kristy Beard
Marine Habitat Resource Specialist (Potomac)
National Marine Fisheries Service of NOAA
177 Admiral Cochrane Drive
Annapolis, MD 21401

Re: Long Bridge Project EIS Scoping and Invitation to be a Participating Agency

Dear Ms. Beard:

The Federal Railroad Administration (FRA), in coordination with the District Department of Transportation (DDOT), is preparing an Environmental Impact Statement (EIS) for the Long Bridge Project. The project consists of potential improvements to the Long Bridge and related railroad infrastructure (Proposed Action). The EIS will be prepared in accordance National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et. seq.*) (NEPA), Council on Environmental Quality NEPA regulations (40 CFR parts 1500–1508), FRA NEPA Procedures (64 FR 28545 dated May 26, 1999 and 78 FR 2713 dated January 14, 2013), and 23 U.S.C. 139. The purpose of this letter is to:

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District Department of Transportation

55 M Street, SE

Washington, DC 20003

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Michael Johnsen
Acting Chief, Environmental Division

Attachment: EIS Study Area Map

cc: Ms. Anna Chamberlin, Project Manager, DDOT

Long Bridge Study Area Map



Long Bridge Project EIS

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Environmental Protection Specialist
USDOT FRA
Office of Railroad Policy and Development
1200 New Jersey Avenue SE., MS-20
Washington, DC 20590



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 15, 2016

Mr. Dan Emerine
Transportation Planner
DC Office of Planning
1100 4th Street SW
Washington, DC 20024

Re: Long Bridge Project EIS Scoping and Invitation to be a Participating Agency

Dear Mr. Emerine:

The Federal Railroad Administration (FRA), in coordination with the District Department of Transportation (DDOT), is preparing an Environmental Impact Statement (EIS) for the Long Bridge Project. The project consists of potential improvements to the Long Bridge and related railroad infrastructure (Proposed Action). The EIS will be prepared in accordance National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et. seq.*) (NEPA), Council on Environmental Quality NEPA regulations (40 CFR parts 1500–1508), FRA NEPA Procedures (64 FR 28545 dated May 26, 1999 and 78 FR 2713 dated January 14, 2013), and 23 U.S.C. 139. The purpose of this letter is to:

- 1) Announce a 30-day EIS scoping comment period beginning **August 26, 2016** and,
- 2) Invite DC Office of Planning to be a participating agency for the Long Bridge EIS.

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Sincerely,

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Michael Johnsen
Acting Chief, Environmental Division

Attachment: EIS Study Area Map

cc: Ms. Anna Chamberlin, Project Manager, DDOT

Long Bridge Study Area Map



Long Bridge Project EIS

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Mail: Ms. Amanda Murphy
Environmental Protection Specialist
USDOT FRA
Office of Railroad Policy and Development
1200 New Jersey Avenue SE., MS-20
Washington, DC 20590



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 15, 2016

Mr. Robert Gray
Chief
Pamunkey Tribal Government
191 Lay Landing Rd, Pamunkey Indian Reservation
King William, VA 23086

Re: Long Bridge Project EIS Scoping and Invitation to be a Participating Agency

Dear Mr. Gray:

The Federal Railroad Administration (FRA), in coordination with the District Department of Transportation (DDOT), is preparing an Environmental Impact Statement (EIS) for the Long Bridge Project. The project consists of potential improvements to the Long Bridge and related railroad infrastructure (Proposed Action). The EIS will be prepared in accordance National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et. seq.*) (NEPA), Council on Environmental Quality NEPA regulations (40 CFR parts 1500–1508), FRA NEPA Procedures (64 FR 28545 dated May 26, 1999 and 78 FR 2713 dated January 14, 2013), and 23 U.S.C. 139. The purpose of this letter is to:

- 1) Announce a 30-day EIS scoping comment period beginning **August 26, 2016** and,
- 2) Invite Norfolk Southern to be a participating agency for the Long Bridge EIS.

Long Bridge Project Background

The current Long Bridge was constructed in 1904 and is owned and maintained by CSX Transportation (CSXT). It is the only freight railroad crossing over the Potomac River between the District of Columbia and Virginia. Currently, the two-track bridge serves CSXT freight trains, National Railroad Passenger Corporation (Amtrak) passenger rail, and VRE commuter rail. Norfolk-Southern retains trackage rights to operate over the bridge but does not exercise them today.

The Long Bridge is located within the Washington Monumental Core. The EIS Study Area extends approximately 3.2 miles from the VRE Crystal City Station in Arlington, VA to Control Point Virginia located near 3rd Street, SW in Washington, DC (see attachment). The Study Area includes federal park land managed by the National Park Service; historic and cultural properties; the Potomac River; offices, hotels, and apartment buildings; transportation facilities (VRE Crystal City Station, VRE L'Enfant Station, Long Bridge, eleven other railroad bridges, and four roadway bridges); and numerous pedestrian and bicycle trails.

The purpose of the Proposed Action is to address reliability and long-term railroad capacity issues for the Long Bridge corridor. The Proposed Action is needed to identify alternatives that would increase capacity to meet projected demand for passenger and freight rail services; improve operational flexibility and resiliency; and provide redundancy for this critical link in the local, regional, and national railroad network.

Long Bridge EIS and Agency Involvement

FRA is the lead Federal agency for the Project under NEPA, and DDOT is a joint lead agency. Currently, there is no funding for construction of the project, but an EIS is being prepared because FRA may provide construction funding in the future. The goal of the EIS is to provide FRA and DDOT with information to assess alternatives that will meet the Proposed Action's purpose and need; evaluate potential environmental impacts that could result from the alternatives; identify avoidance/mitigation measures associated with potential environmental impacts; and select Preferred Alternative.

FRA and DDOT identified your agency as having a potential interest in the Proposed Action. With this letter, your agency is invited to be a participating agency in accordance Section 139 of the Fixing America's Surface Transportation Act of 2015 (23 U.S.C. 139).¹ FRA and DDOT suggest that your agency's role as a participating agency in the Long Bridge EIS should also include the following:

1. Provide comments, responses, studies, or methodologies on those areas within the special expertise or jurisdiction of the agency;
2. Use the process to address any environmental issues of concern to the agency;

A Notice of Intent (NOI) to prepare the EIS will be published in the Federal Register. Following the NOI publication, a 30-day public scoping period will commence on August 26, 2016. An interagency scoping meeting to identify the range of issues to be addressed in the EIS is scheduled for:

September 14, 2016

9am - 11am

District Department of Transportation

55 M Street, SE

Washington, DC 20003

To ensure that the interests and concerns of your agency are properly identified and represented from the outset, we hope that you or a representative can participate in this meeting. If your agency is unable to attend the agency scoping meeting in person, the meeting will be broadcast via conference call and webinar. The information that participants will need to connect remotely will be provided as we get closer to the scheduled date.

FRA requests that you respond to this invitation to serve as a participating agency by completing the attached form and sending it back to FRA no later than Tuesday, **September 13, 2016**. Further, written EIS scoping comments will be accepted through **September 26, 2016**.

¹ A "participating agency" is any Federal and non-Federal agency that may have an interest in the project. This designation does not imply that an agency either supports the Proposed Action or has any jurisdiction over or any special expertise with respect to evaluation of the project.

All responses and comments can be electronically transmitted to *info@longbridgeproject.com* or mailed to: Amanda Murphy, Environmental Protection Specialist, USDOT FRA, Office of Railroad Policy and Development, 1200 New Jersey Avenue SE., MS-20, Washington, DC 20590.

If you are not the point of contact for your agency, please provide FRA with the appropriate contact information. Thank you in advance for your consideration. We look forward to working cooperatively with you on this project. If you have any questions or need additional information, please contact Ms. Murphy at (202) 493-0624 or *amanda.murphy2@dot.gov*.

Sincerely,

Michael Johnsen
Acting Chief, Environmental Division

Attachment: EIS Study Area Map

cc: Ms. Anna Chamberlin, Project Manager, DDOT

Long Bridge Project EIS

I **CONCUR** our agency's role as a participating agency for the Long Bridge EIS:

_____ Point-of-Contact Name (Print or Type)	_____ Title
_____ Agency	_____ Email/Phone No.
_____ Signature	_____ Date

OR: I DECLINE our agency's role as a participating agency for the Long Bridge EIS.
NOTE: pursuant to 23 U.S.C. 139, any agency that chooses to decline an invitation to be a participating agency must affirm ALL of the following:

_____ Our agency has no jurisdiction or authority with respect to the Proposed Action; no expertise or information relevant to the Proposed Action; and does not intend to submit comments on the Proposed Action.

_____ Name (Print or Type)	_____ Title
_____ Agency	_____ Email or Phone No.
_____ Signature	_____ Date

Please return a response by September 13, 2016 to:

Email: info@longbridgeproject.com

Mail: Ms. Amanda Murphy
Environmental Protection Specialist
USDOT FRA
Office of Railroad Policy and Development
1200 New Jersey Avenue SE., MS-20
Washington, DC 20590



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 15, 2016

Mr. Thomas A. Faha
Regional Director, Northern Region
Virginia Department of Environmental Quality
13901 Crown Court
Woodbridge, VA 22193

Re: Long Bridge Project EIS Scoping and Invitation to be a Participating Agency

Dear Mr. Faha:

The Federal Railroad Administration (FRA), in coordination with the District Department of Transportation (DDOT), is preparing an Environmental Impact Statement (EIS) for the Long Bridge Project. The project consists of potential improvements to the Long Bridge and related railroad infrastructure (Proposed Action). The EIS will be prepared in accordance National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et. seq.*) (NEPA), Council on Environmental Quality NEPA regulations (40 CFR parts 1500–1508), FRA NEPA Procedures (64 FR 28545 dated May 26, 1999 and 78 FR 2713 dated January 14, 2013), and 23 U.S.C. 139. The purpose of this letter is to:

- 1) Announce a 30-day EIS scoping comment period beginning **August 26, 2016** and,
- 2) Invite Virginia Department of Environmental Quality to be a participating agency for the Long Bridge EIS.

Long Bridge Project Background

The current Long Bridge was constructed in 1904 and is owned and maintained by CSX Transportation (CSXT). It is the only freight railroad crossing over the Potomac River between the District of Columbia and Virginia. Currently, the two-track bridge serves CSXT freight trains, National Railroad Passenger Corporation (Amtrak) passenger rail, and VRE commuter rail. Norfolk-Southern retains trackage rights to operate over the bridge but does not exercise them today.

The Long Bridge is located within the Washington Monumental Core. The EIS Study Area extends approximately 3.2 miles from the VRE Crystal City Station in Arlington, VA to Control Point Virginia located near 3rd Street, SW in Washington, DC (see attachment). The Study Area includes federal park land managed by the National Park Service; historic and cultural properties; the Potomac River; offices, hotels, and apartment buildings; transportation facilities (VRE Crystal City Station, VRE L'Enfant Station, Long Bridge, eleven other railroad bridges, and four roadway bridges); and numerous pedestrian and bicycle trails.

The purpose of the Proposed Action is to address reliability and long-term railroad capacity issues for the Long Bridge corridor. The Proposed Action is needed to identify alternatives that would increase capacity to meet projected demand for passenger and freight rail services; improve operational flexibility and resiliency; and provide redundancy for this critical link in the local, regional, and national railroad network.

Long Bridge EIS and Agency Involvement

FRA is the lead Federal agency for the Project under NEPA, and DDOT is a joint lead agency. Currently, there is no funding for construction of the project, but an EIS is being prepared because FRA may provide construction funding in the future. The goal of the EIS is to provide FRA and DDOT with information to assess alternatives that will meet the Proposed Action's purpose and need; evaluate potential environmental impacts that could result from the alternatives; identify avoidance/mitigation measures associated with potential environmental impacts; and select Preferred Alternative.

FRA and DDOT identified your agency as having a potential interest in the Proposed Action. With this letter, your agency is invited to be a participating agency in accordance Section 139 of the Fixing America's Surface Transportation Act of 2015 (23 U.S.C. 139).¹ FRA and DDOT suggest that your agency's role as a participating agency in the Long Bridge EIS should also include the following:

1. Provide comments, responses, studies, or methodologies on those areas within the special expertise or jurisdiction of the agency;
2. Use the process to address any environmental issues of concern to the agency;

A Notice of Intent (NOI) to prepare the EIS will be published in the Federal Register. Following the NOI publication, a 30-day public scoping period will commence on August 26, 2016. An interagency scoping meeting to identify the range of issues to be addressed in the EIS is scheduled for:

September 14, 2016

9am - 11am

District Department of Transportation

55 M Street, SE

Washington, DC 20003

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FRA requests that you respond to this invitation to serve as a participating agency by completing the attached form and sending it back to FRA no later than Tuesday, **September 13, 2016**. Further, written EIS scoping comments will be accepted through **September 26, 2016**.

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All responses and comments can be electronically transmitted to info@longbridgeproject.com or mailed to: Amanda Murphy, Environmental Protection Specialist, USDOT FRA, Office of Railroad Policy and Development, 1200 New Jersey Avenue SE., MS-20, Washington, DC 20590.

If you are not the point of contact for your agency, please provide FRA with the appropriate contact information. Thank you in advance for your consideration. We look forward to working cooperatively with you on this project. If you have any questions or need additional information, please contact Ms. Murphy at (202) 493-0624 or amanda.murphy2@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Johnsen", with a long horizontal flourish extending to the right.

Michael Johnsen
Acting Chief, Environmental Division

Attachment: EIS Study Area Map

cc: Ms. Anna Chamberlin, Project Manager, DDOT

Long Bridge Study Area Map



Long Bridge Project EIS

I **CONCUR** our agency's role as a participating agency for the Long Bridge EIS:

_____ Point-of-Contact Name (Print or Type)	_____ Title
_____ Agency	_____ Email/Phone No.
_____ Signature	_____ Date

OR: I DECLINE our agency's role as a participating agency for the Long Bridge EIS.
NOTE: pursuant to 23 U.S.C. 139, any agency that chooses to decline an invitation to be a participating agency must affirm ALL of the following:

_____ Our agency has no jurisdiction or authority with respect to the Proposed Action; no expertise or information relevant to the Proposed Action; and does not intend to submit comments on the Proposed Action.

_____ Name (Print or Type)	_____ Title
_____ Agency	_____ Email or Phone No.
_____ Signature	_____ Date

Please return a response by September 13, 2016 to:

Email: info@longbridgeproject.com

Mail: Ms. Amanda Murphy
Environmental Protection Specialist
USDOT FRA
Office of Railroad Policy and Development
1200 New Jersey Avenue SE., MS-20
Washington, DC 20590



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 15, 2016

Mr. Robert "Bob" W. Duncan
Executive Director
Virginia Department of Game and Inland Fisheries
P.O. Box 90778
Henrico, VA 23228

Re: Long Bridge Project EIS Scoping and Invitation to be a Participating Agency

Dear Mr. Duncan:

The Federal Railroad Administration (FRA), in coordination with the District Department of Transportation (DDOT), is preparing an Environmental Impact Statement (EIS) for the Long Bridge Project. The project consists of potential improvements to the Long Bridge and related railroad infrastructure (Proposed Action). The EIS will be prepared in accordance National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et. seq.*) (NEPA), Council on Environmental Quality NEPA regulations (40 CFR parts 1500–1508), FRA NEPA Procedures (64 FR 28545 dated May 26, 1999 and 78 FR 2713 dated January 14, 2013), and 23 U.S.C. 139. The purpose of this letter is to:

- 1) Announce a 30-day EIS scoping comment period beginning **August 26, 2016** and,
- 2) Invite Virginia Department of Game and Inland Fisheries to be a participating agency for the Long Bridge EIS.

Long Bridge Project Background

The current Long Bridge was constructed in 1904 and is owned and maintained by CSX Transportation (CSXT). It is the only freight railroad crossing over the Potomac River between the District of Columbia and Virginia. Currently, the two-track bridge serves CSXT freight trains, National Railroad Passenger Corporation (Amtrak) passenger rail, and VRE commuter rail. Norfolk-Southern retains trackage rights to operate over the bridge but does not exercise them today.

The Long Bridge is located within the Washington Monumental Core. The EIS Study Area extends approximately 3.2 miles from the VRE Crystal City Station in Arlington, VA to Control Point Virginia located near 3rd Street, SW in Washington, DC (see attachment). The Study Area includes federal park land managed by the National Park Service; historic and cultural properties; the Potomac River; offices, hotels, and apartment buildings; transportation facilities (VRE Crystal City Station, VRE L'Enfant Station, Long Bridge, eleven other railroad bridges, and four roadway bridges); and numerous pedestrian and bicycle trails.

The purpose of the Proposed Action is to address reliability and long-term railroad capacity issues for the Long Bridge corridor. The Proposed Action is needed to identify alternatives that would increase capacity to meet projected demand for passenger and freight rail services; improve operational flexibility and resiliency; and provide redundancy for this critical link in the local, regional, and national railroad network.

Long Bridge EIS and Agency Involvement

FRA is the lead Federal agency for the Project under NEPA, and DDOT is a joint lead agency. Currently, there is no funding for construction of the project, but an EIS is being prepared because FRA may provide construction funding in the future. The goal of the EIS is to provide FRA and DDOT with information to assess alternatives that will meet the Proposed Action's purpose and need; evaluate potential environmental impacts that could result from the alternatives; identify avoidance/mitigation measures associated with potential environmental impacts; and select Preferred Alternative.

FRA and DDOT identified your agency as having a potential interest in the Proposed Action. With this letter, your agency is invited to be a participating agency in accordance Section 139 of the Fixing America's Surface Transportation Act of 2015 (23 U.S.C. 139).¹ FRA and DDOT suggest that your agency's role as a participating agency in the Long Bridge EIS should also include the following:

1. Provide comments, responses, studies, or methodologies on those areas within the special expertise or jurisdiction of the agency;
2. Use the process to address any environmental issues of concern to the agency;

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District Department of Transportation

55 M Street, SE

Washington, DC 20003

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Sincerely,

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Michael Johnsen
Acting Chief, Environmental Division

Attachment: EIS Study Area Map

cc: Ms. Anna Chamberlin, Project Manager, DDOT

Long Bridge Study Area Map



Long Bridge Project EIS

I **CONCUR** our agency's role as a participating agency for the Long Bridge EIS:

_____ Point-of-Contact Name (Print or Type)	_____ Title
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_____ Signature	_____ Date

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Email: info@longbridgeproject.com

Mail: Ms. Amanda Murphy
Environmental Protection Specialist
USDOT FRA
Office of Railroad Policy and Development
1200 New Jersey Avenue SE., MS-20
Washington, DC 20590



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 15, 2016

Mr. Khalid Gandhi
Senior Transportation Engineer, Northern Virginia District
Virginia Department of Transportation
14685 Avion Parkway
Chantilly, VA 20151-1104

Re: Long Bridge Project EIS Scoping and Invitation to be a Participating Agency

Dear Mr. Gandhi:

The Federal Railroad Administration (FRA), in coordination with the District Department of Transportation (DDOT), is preparing an Environmental Impact Statement (EIS) for the Long Bridge Project. The project consists of potential improvements to the Long Bridge and related railroad infrastructure (Proposed Action). The EIS will be prepared in accordance National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et. seq.*) (NEPA), Council on Environmental Quality NEPA regulations (40 CFR parts 1500–1508), FRA NEPA Procedures (64 FR 28545 dated May 26, 1999 and 78 FR 2713 dated January 14, 2013), and 23 U.S.C. 139. The purpose of this letter is to:

- 1) Announce a 30-day EIS scoping comment period beginning **August 26, 2016** and,
- 2) Invite Virginia Department of Transportation to be a participating agency for the Long Bridge EIS.

Long Bridge Project Background

The current Long Bridge was constructed in 1904 and is owned and maintained by CSX Transportation (CSXT). It is the only freight railroad crossing over the Potomac River between the District of Columbia and Virginia. Currently, the two-track bridge serves CSXT freight trains, National Railroad Passenger Corporation (Amtrak) passenger rail, and VRE commuter rail. Norfolk-Southern retains trackage rights to operate over the bridge but does not exercise them today.

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Long Bridge EIS and Agency Involvement

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September 14, 2016

9am - 11am

District Department of Transportation

55 M Street, SE

Washington, DC 20003

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Sincerely,

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Michael Johnsen
Acting Chief, Environmental Division

Attachment: EIS Study Area Map

cc: Ms. Anna Chamberlin, Project Manager, DDOT

Long Bridge Study Area Map



Long Bridge Project EIS

I **CONCUR** our agency's role as a participating agency for the Long Bridge EIS:

_____ Point-of-Contact Name (Print or Type)	_____ Title
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Environmental Protection Specialist
USDOT FRA
Office of Railroad Policy and Development
1200 New Jersey Avenue SE., MS-20
Washington, DC 20590



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 15, 2016

Mr. John M.R. Bull
Commissioner
Virginia Marine Resources Commission
2600 Washington Avenue, 3rd Floor
Newport News, VA 23607

Re: Long Bridge Project EIS Scoping and Invitation to be a Participating Agency

Dear Mr. Bull:

The Federal Railroad Administration (FRA), in coordination with the District Department of Transportation (DDOT), is preparing an Environmental Impact Statement (EIS) for the Long Bridge Project. The project consists of potential improvements to the Long Bridge and related railroad infrastructure (Proposed Action). The EIS will be prepared in accordance National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et. seq.*) (NEPA), Council on Environmental Quality NEPA regulations (40 CFR parts 1500–1508), FRA NEPA Procedures (64 FR 28545 dated May 26, 1999 and 78 FR 2713 dated January 14, 2013), and 23 U.S.C. 139. The purpose of this letter is to:

- 1) Announce a 30-day EIS scoping comment period beginning **August 26, 2016** and,
- 2) Invite Virginia Marine Resources Commission to be a participating agency for the Long Bridge EIS.

Long Bridge Project Background

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District Department of Transportation

55 M Street, SE

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Sincerely,

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Michael Johnsen
Acting Chief, Environmental Division

Attachment: EIS Study Area Map

cc: Ms. Anna Chamberlin, Project Manager, DDOT

Long Bridge Study Area Map



Long Bridge Project EIS

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_____ Point-of-Contact Name (Print or Type)	_____ Title
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Please return a response by September 13, 2016 to:

Email: info@longbridgeproject.com

Mail: Ms. Amanda Murphy
Environmental Protection Specialist
USDOT FRA
Office of Railroad Policy and Development
1200 New Jersey Avenue SE., MS-20
Washington, DC 20590



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 15, 2016

Mr. Shyam Kannan
Managing Director, Office of Planning
Washington Metropolitan Area Transit Authority
600 5th Street NW
Washington, DC 20001

Re: Long Bridge Project EIS Scoping and Invitation to be a Participating Agency

Dear Mr. Kannan:

The Federal Railroad Administration (FRA), in coordination with the District Department of Transportation (DDOT), is preparing an Environmental Impact Statement (EIS) for the Long Bridge Project. The project consists of potential improvements to the Long Bridge and related railroad infrastructure (Proposed Action). The EIS will be prepared in accordance National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et. seq.*) (NEPA), Council on Environmental Quality NEPA regulations (40 CFR parts 1500–1508), FRA NEPA Procedures (64 FR 28545 dated May 26, 1999 and 78 FR 2713 dated January 14, 2013), and 23 U.S.C. 139. The purpose of this letter is to:

- 1) Announce a 30-day EIS scoping comment period beginning **August 26, 2016** and,
- 2) Invite Washington Metropolitan Area Transit Authority to be a participating agency for the Long Bridge EIS.

Long Bridge Project Background

The current Long Bridge was constructed in 1904 and is owned and maintained by CSX Transportation (CSXT). It is the only freight railroad crossing over the Potomac River between the District of Columbia and Virginia. Currently, the two-track bridge serves CSXT freight trains, National Railroad Passenger Corporation (Amtrak) passenger rail, and VRE commuter rail. Norfolk-Southern retains trackage rights to operate over the bridge but does not exercise them today.

The Long Bridge is located within the Washington Monumental Core. The EIS Study Area extends approximately 3.2 miles from the VRE Crystal City Station in Arlington, VA to Control Point Virginia located near 3rd Street, SW in Washington, DC (see attachment). The Study Area includes federal park land managed by the National Park Service; historic and cultural properties; the Potomac River; offices, hotels, and apartment buildings; transportation facilities (VRE Crystal City Station, VRE L'Enfant Station, Long Bridge, eleven other railroad bridges, and four roadway bridges); and numerous pedestrian and bicycle trails.

The purpose of the Proposed Action is to address reliability and long-term railroad capacity issues for the Long Bridge corridor. The Proposed Action is needed to identify alternatives that would increase capacity to meet projected demand for passenger and freight rail services; improve operational flexibility and resiliency; and provide redundancy for this critical link in the local, regional, and national railroad network.

Long Bridge EIS and Agency Involvement

FRA is the lead Federal agency for the Project under NEPA, and DDOT is a joint lead agency. Currently, there is no funding for construction of the project, but an EIS is being prepared because FRA may provide construction funding in the future. The goal of the EIS is to provide FRA and DDOT with information to assess alternatives that will meet the Proposed Action's purpose and need; evaluate potential environmental impacts that could result from the alternatives; identify avoidance/mitigation measures associated with potential environmental impacts; and select Preferred Alternative.

FRA and DDOT identified your agency as having a potential interest in the Proposed Action. With this letter, your agency is invited to be a participating agency in accordance Section 139 of the Fixing America's Surface Transportation Act of 2015 (23 U.S.C. 139).¹ FRA and DDOT suggest that your agency's role as a participating agency in the Long Bridge EIS should also include the following:

1. Provide comments, responses, studies, or methodologies on those areas within the special expertise or jurisdiction of the agency;
2. Use the process to address any environmental issues of concern to the agency;

A Notice of Intent (NOI) to prepare the EIS will be published in the Federal Register. Following the NOI publication, a 30-day public scoping period will commence on August 26, 2016. An interagency scoping meeting to identify the range of issues to be addressed in the EIS is scheduled for:

September 14, 2016

9am - 11am

District Department of Transportation

55 M Street, SE

Washington, DC 20003

To ensure that the interests and concerns of your agency are properly identified and represented from the outset, we hope that you or a representative can participate in this meeting. If your agency is unable to attend the agency scoping meeting in person, the meeting will be broadcast via conference call and webinar. The information that participants will need to connect remotely will be provided as we get closer to the scheduled date.

FRA requests that you respond to this invitation to serve as a participating agency by completing the attached form and sending it back to FRA no later than Tuesday, **September 13, 2016**. Further, written EIS scoping comments will be accepted through **September 26, 2016**.

¹ A "participating agency" is any Federal and non-Federal agency that may have an interest in the project. This designation does not imply that an agency either supports the Proposed Action or has any jurisdiction over or any special expertise with respect to evaluation of the project.

All responses and comments can be electronically transmitted to info@longbridgeproject.com or mailed to: Amanda Murphy, Environmental Protection Specialist, USDOT FRA, Office of Railroad Policy and Development, 1200 New Jersey Avenue SE., MS-20, Washington, DC 20590.

If you are not the point of contact for your agency, please provide FRA with the appropriate contact information. Thank you in advance for your consideration. We look forward to working cooperatively with you on this project. If you have any questions or need additional information, please contact Ms. Murphy at (202) 493-0624 or amanda.murphy2@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Johnsen", with a long horizontal flourish extending to the right.

Michael Johnsen
Acting Chief, Environmental Division

Attachment: EIS Study Area Map

cc: Ms. Anna Chamberlin, Project Manager, DDOT

Long Bridge Study Area Map



Long Bridge Project EIS

I **CONCUR** our agency's role as a participating agency for the Long Bridge EIS:

_____ Point-of-Contact Name (Print or Type)	_____ Title
_____ Agency	_____ Email/Phone No.
_____ Signature	_____ Date

OR: I DECLINE our agency's role as a participating agency for the Long Bridge EIS.
NOTE: pursuant to 23 U.S.C. 139, any agency that chooses to decline an invitation to be a participating agency must affirm ALL of the following:

_____ Our agency has no jurisdiction or authority with respect to the Proposed Action; no expertise or information relevant to the Proposed Action; and does not intend to submit comments on the Proposed Action.

_____ Name (Print or Type)	_____ Title
_____ Agency	_____ Email or Phone No.
_____ Signature	_____ Date

Please return a response by September 13, 2016 to:

Email: info@longbridgeproject.com

Mail: Ms. Amanda Murphy
Environmental Protection Specialist
USDOT FRA
Office of Railroad Policy and Development
1200 New Jersey Avenue SE., MS-20
Washington, DC 20590

Appendix B-2:

Interagency Coordination Meeting



Interagency Coordination Meeting #2 EIS SCOPING

September 14, 2016



Meeting Goals

- Announce preparation of an Environmental Impact Statement (EIS)
- Present the Draft Project Purpose and Need Statement
- Describe EIS alternatives screening process
- Review environmental issues to be studied in the EIS
- Present EIS timeline
- Seek agency comments on scope of issues to be included in the EIS

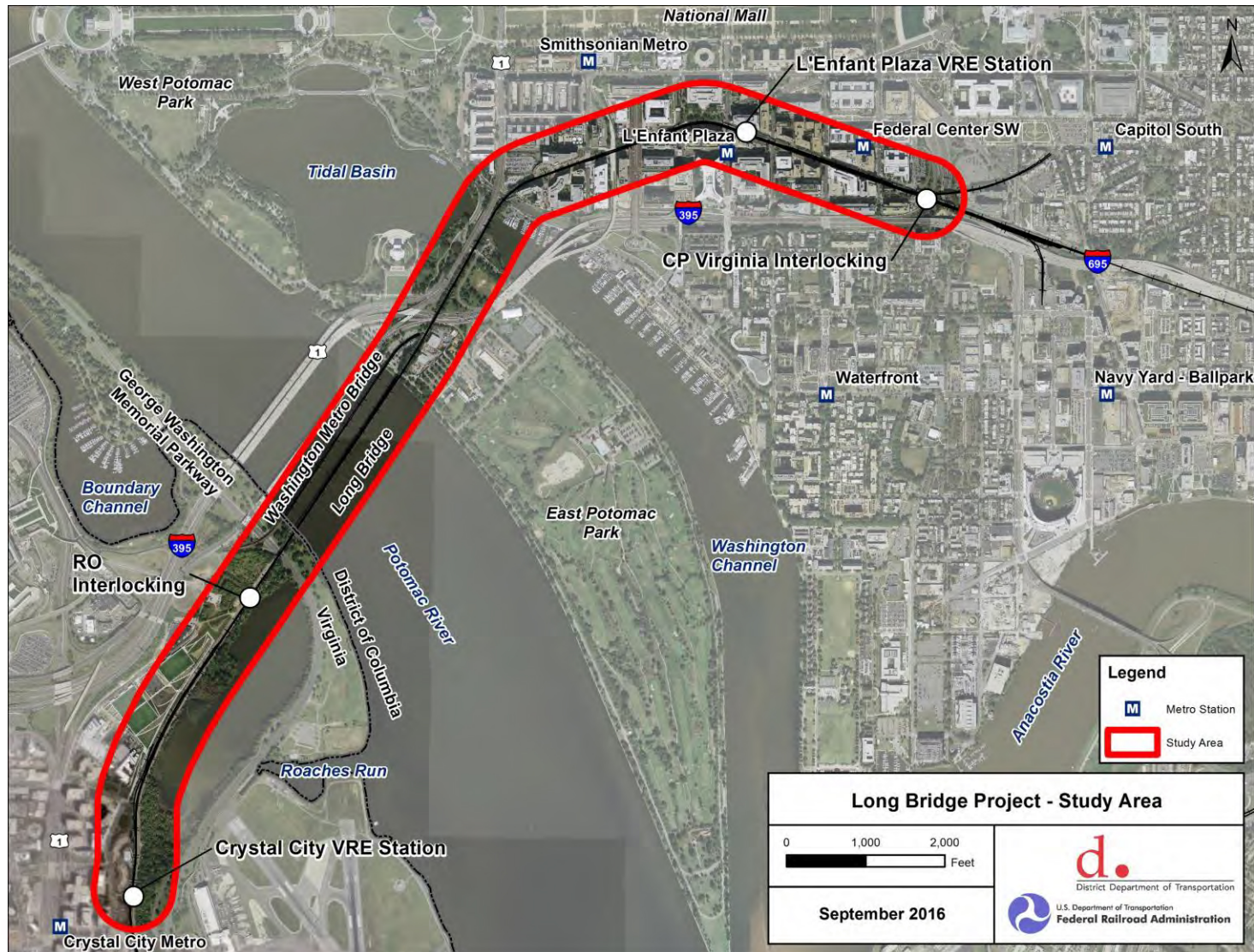


Agency Comments

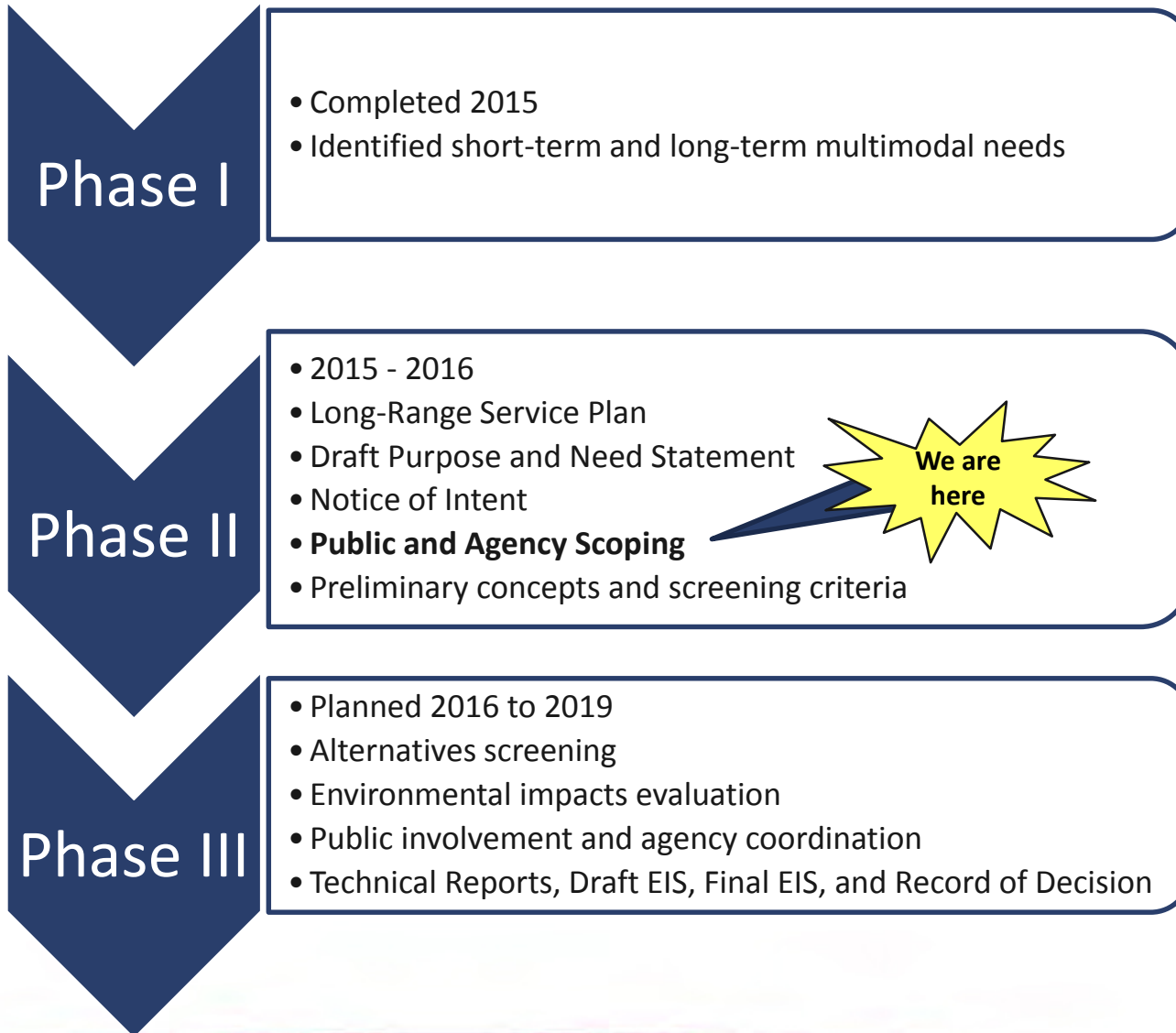
- Confirm Study Area
- Comment on Draft Purpose and Need
- Comment on Screening Criteria
- Comment on Preliminary Concepts
- Establish agency roles and points of contact
- Provide insight into resources within agency's jurisdiction
- Share agency plans and initiatives



EIS Study Area



Project Phases



Environmental Impact Statement



- Long Bridge Project not currently funded for construction, but federal funds could be used in the future
- EIS is being prepared in accordance with CEQ regulations for implementing NEPA and FRA Environmental Procedures
- EIS will be coordinated with other laws, including, but not limited to:
 - FAST Act
 - Clean Air Act
 - Clean Water Act
 - Environmental Justice Executive Order
 - Noise ordinances
 - U.S. Department of Transportation Act of 1966; Section 4(f) (Parks and Historic Properties)
 - Section 106 of the National Historic Preservation Act
 - Contaminated materials and substances (e.g., CERCLA, RCRA)
 - Endangered Species Act
 - Rivers and Harbors Act
 - Coastal Zone Management Act
 - Migratory Bird Treaty Act
 - State Environmental Laws
 - Local Environmental Laws

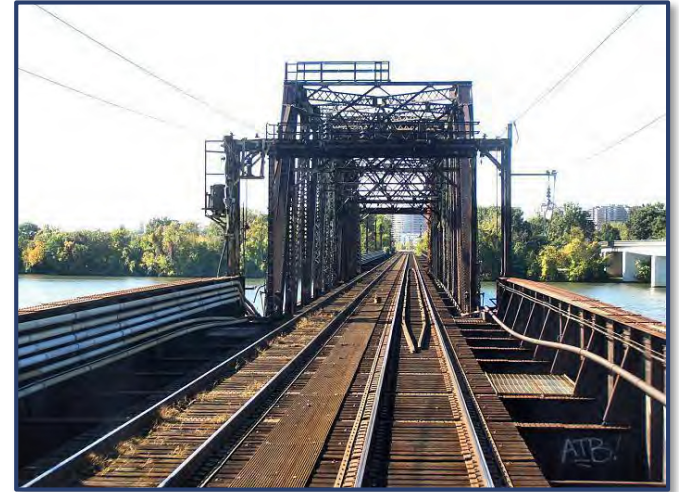
EIS Management



- Federal Railroad Administration (FRA) – Grantor/EIS Lead Federal Agency
- District Department of Transportation (DDOT) – Grantee/Joint Lead Agency
- In Coordination with:
 - CSX Transportation (CSXT) – Long Bridge owner
 - Virginia Department of Rail and Public Transportation – grant match contributor
 - Virginia Railway Express (VRE) – operates on Long Bridge; grant match contributor

Existing Long Bridge Conditions

- Two-track steel truss railroad bridge owned by CSXT
- Constructed in 1904
- Serves freight (CSXT), intercity passenger (Amtrak), and commuter rail (VRE)
- Only freight railroad bridge connecting Virginia to DC – next closest crossing is at Harpers Ferry, WV
- Serves a total of 76 trains per day
- Three tracks approaching the bridge from the north and south
- Contributing element to East and West Potomac Parks Historic District



Related Studies and Projects



W A S H I N G T O N
UNION STATION
STATION EXPANSION



Phase II Simulation Model Inputs

- Vertical profile and horizontal alignment
- Station locations
- Maximum speeds by type of train
- Train control systems (“Build” options include conceptual design complying with current CSXT criteria)
- Operating plan, including stopping patterns, dwells, train consists and cycles, routing constraints
- Engine change locations (switch from electric to diesel power and vice versa)
- Operating variability

Simulation Limits

- Geographic Limits:
 - CSX Territory including:
 - Rocky Mount, NC and Newport News, VA to Richmond, VA and Washington DC
 - Washington, DC to Cumberland, MD and Baltimore, MD
 - NS Territory including:
 - VRE Manassas Line Backlick, VA to Alexandria, VA
 - Amtrak Territory including:
 - CP Virginia north through Union Station to New Carrollton, MD
- Analytical Limits:
 - CSX RF&P Subdivision: Crossroads Yard, VA to Benning Yard, DC
 - Amtrak Terminal District and NEC: CP Virginia to New Carrollton, MD
 - NS Manassas Line: Backlick, VA to AF, Alexandria, VA



Simulation Results:

On Time Performance & Speed

On Time Performance			
Existing Baseline		Future No Build	
Amtrak	69%	Amtrak	16%
VRE	94%	VRE	48%

Average Speed (mph)			
Existing Baseline		Future No Build	
Amtrak	45.3	Amtrak	34.6
VRE	31.5	VRE	23.0
Freight	24.5	Freight	27.1

Simulation Results:

Delays & Conflicts

Delay per 100 miles Traveled (HH:MM:SS)			
Existing Baseline		Future No Build	
Amtrak	0:13:48	Amtrak	0:46:39
VRE	0:05:48	VRE	0:57:03
Freight	0:20:12	Freight	0:55:08

CSX Travel Times between Fredericksburg and Benning Yard	
Existing Baseline	Future No Build
1:37:36	2:05:34

Interlocking Conflicts per 100 miles Traveled			
Existing Baseline		Future No Build	
All	4.7	All	12.5

Simulation Results:

Travel Times Alexandria (“AF”) to L’Enfant (CP Virginia)

Travel Time from "AF" to CP Virginia (HH:MM:SS)		
	Existing Baseline	Future No Build
Amtrak	0:19:29	0:29:06
VRE	0:21:26	0:27:30
CSX	0:17:23	0:29:43
NS	-	0:58:20

Draft Purpose and Need

Purpose: to address reliability and long-term railroad capacity issues in the Long Bridge corridor.

Need:

- Increase railroad capacity to meet projected demand for passenger and freight rail services;
- Improve operational flexibility and resiliency;
- Enhance network connectivity; and
- Provide redundancy for this critical link in the local, regional, and national railroad network.

Train Operator	Current # Trains/ Day	2040 # Trains/ Day	Percent Increase
CSXT	18	42	133%
Amtrak	24	44	83%
VRE	34	92	188%
MARC	0	8	--
Norfolk Southern	0	6	--

On Time Performance		
	Current	2040
Amtrak	69%	16%
VRE	94%	48%

Project Needs

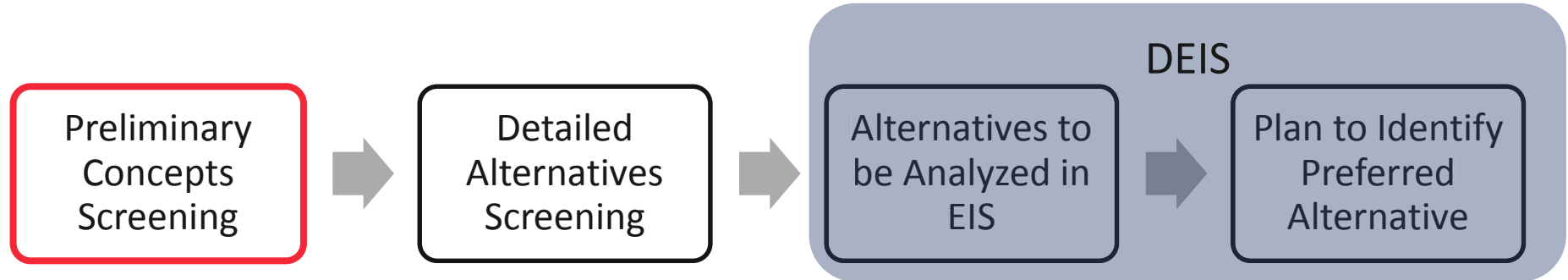
- Railroad Capacity
 - Existing Long Bridge will fail to meet projected commuter, intercity, and freight 2040 demands
- Operational Flexibility and Resiliency
 - Shared-use infrastructure limits service flexibility
 - Passenger trains are given priority over freight, limiting freight trains operation
 - Systemic bottleneck results in conflicts and delays
- Redundancy
 - No reasonable detours exist to route rail traffic around the Long Bridge for maintenance or emergencies without extensive service delays
- Network Connectivity
 - Long Bridge is a major chokepoint, limits the ability to provide freight service and high-performance passenger rail service between major population centers
 - Limits efficient network connectivity for the rail operators within the Long Bridge corridor
 - Rail operations are affected beyond the limits of the Long Bridge corridor

Preliminary Concepts

1	No Build
2	2-track Bridge (Replace)
3	3-track Crossing
3A	3-track Crossing with Bike-Pedestrian Path
3B	3-track Crossing with Streetcar
3C	3-track Crossing with General Purpose Vehicle Lanes
4	3-track Tunnel
5	4-track Crossing
5A	4-track Crossing with Bike-Pedestrian Path
5B	4-track Crossing with Streetcar
5C	4-track Crossing with General Purpose Vehicle Lanes

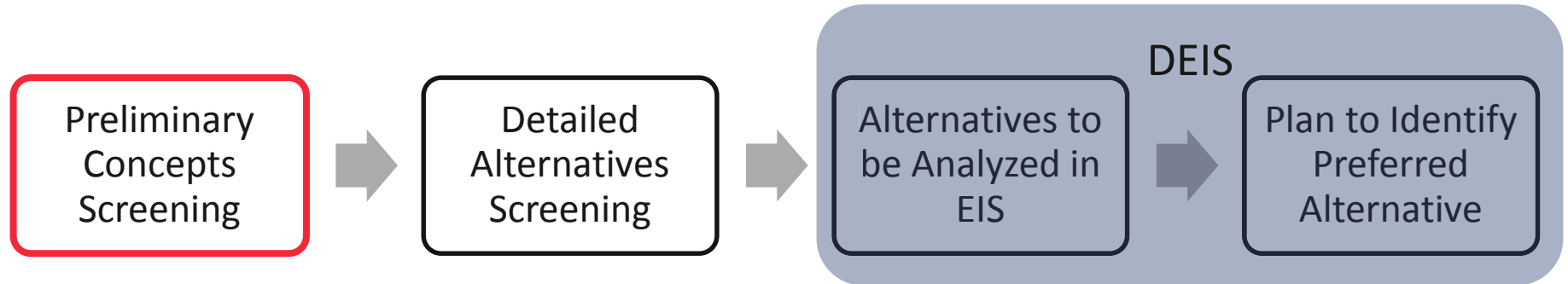
6	4-track Tunnel
7	2-track Crossing; 2-track Tunnel
8	5+ track Crossing and/or Tunnel
8A	5+ track Crossing and/or Tunnel With Bike-Pedestrian Path
8B	5+ track Crossing and/or Tunnel with Streetcar
8C	5+ track Crossing and/or Tunnel with General Purpose Vehicular Lanes
9	New Location

Alternatives Development and Screening



- Preliminary concepts will be screened by FRA and DDOT to determine those most reasonable based on criteria from the Purpose and Need statement and comments received during scoping period
- Results will be presented to agencies and the public

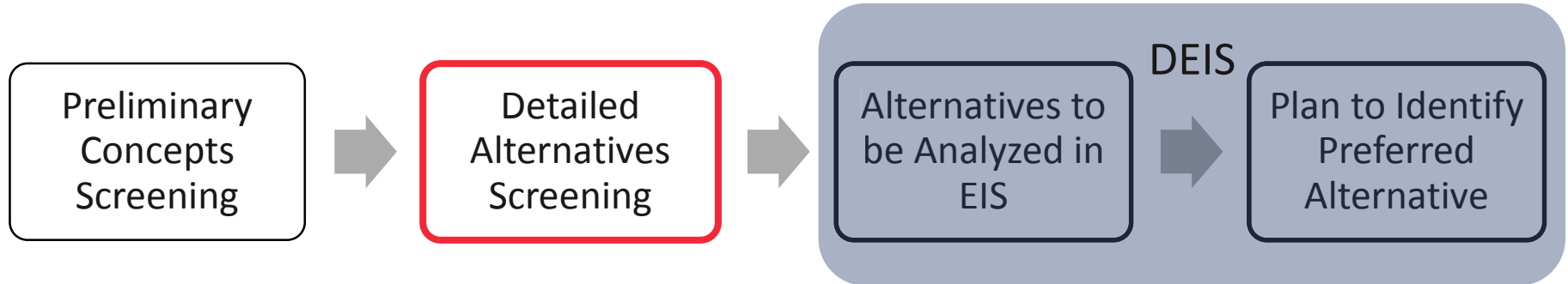
Alternatives Development and Screening



Potential Screening Criteria:

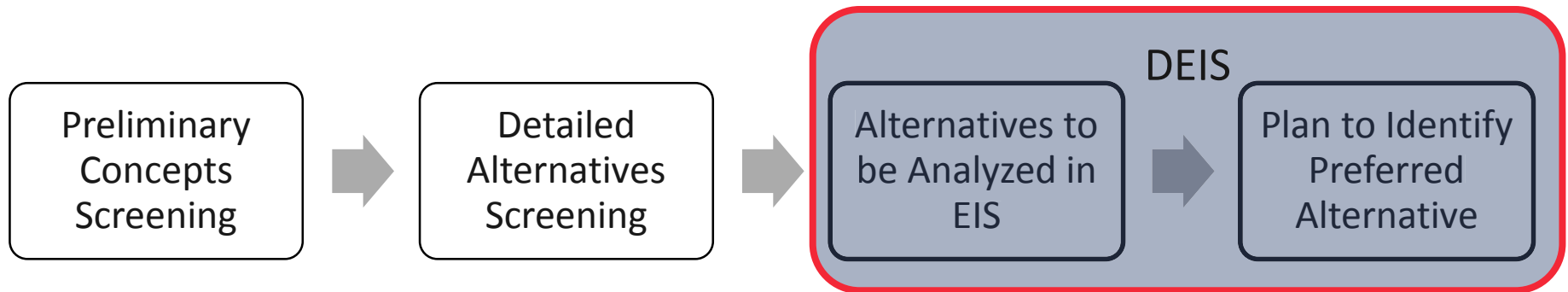
Railroad Capacity	<ul style="list-style-type: none">Does the concept accommodate future railroad capacity needs?
Resiliency	<ul style="list-style-type: none">Does the concept provide operational flexibility and operational reliability?
Network Connectivity	<ul style="list-style-type: none">Is the concept consistent with Federal, State, Regional, and Local Plans?Does the concept improve connections for rail passengers and allow freights trains to access the freight rail network?
Redundancy	<ul style="list-style-type: none">Does the concept provide redundant infrastructure to allow operations to continue during maintenance or an emergency?

Alternatives Development and Screening



- Alternatives that pass through preliminary screening will undergo detailed engineering and environmental screening to identify alternatives to be analyzed in the EIS
- Results will be presented to agencies and the public

Alternatives Development and Screening



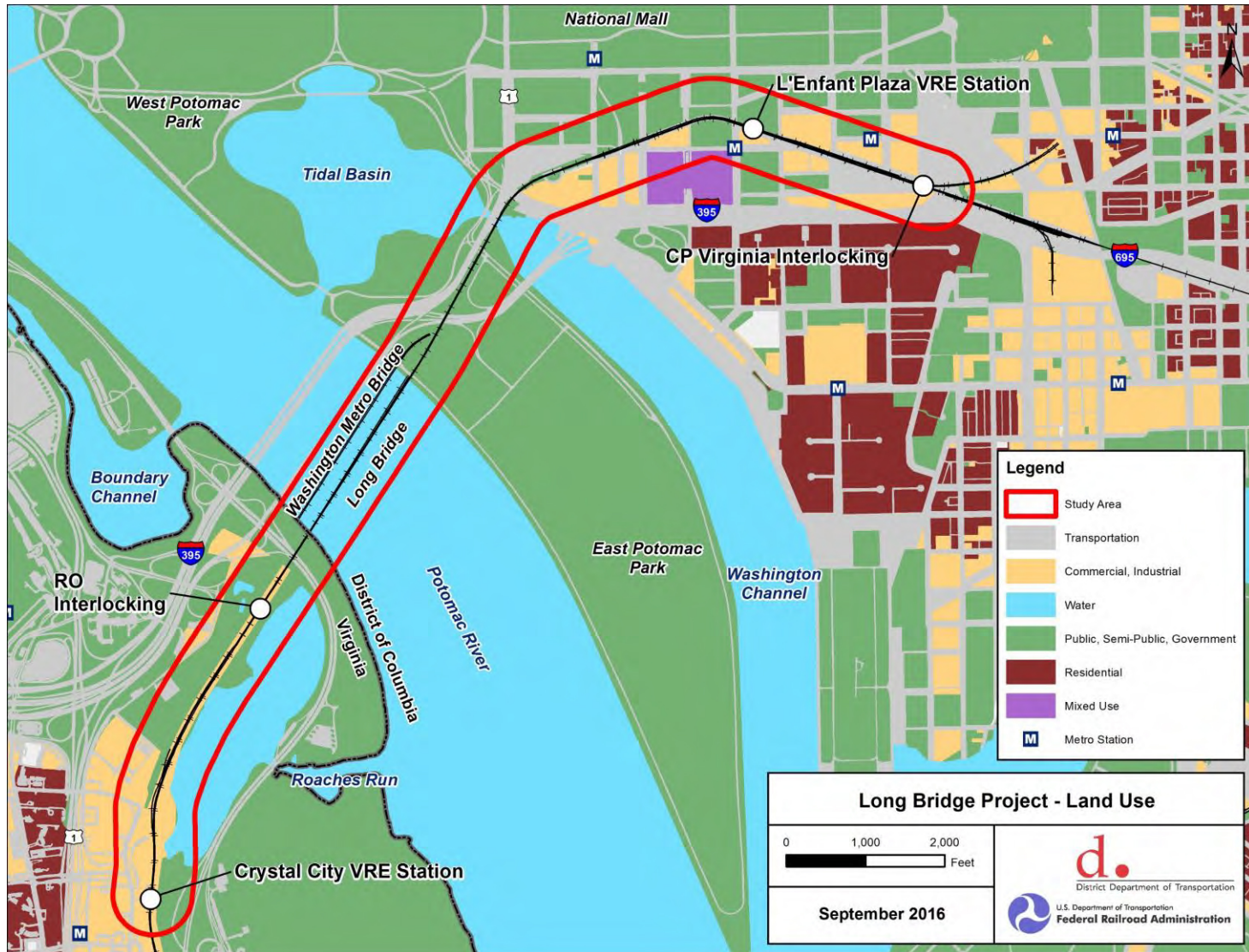
- Alternatives that pass through preliminary and detailed screening will be analyzed as alternatives in the EIS
- EIS will also evaluate the No-Build Alternative
- FRA and DDOT plan to identify a Preferred Alternative in the DEIS

Environmental Considerations

- Transportation
- Social and economic conditions
- Property acquisition
- Historic and archaeological resources
- Parks and recreational resources
- Visual and aesthetic resources
- Air quality
- Aquatic navigation
- Greenhouse gas emissions and resilience
- Noise and vibration
- Ecology (including wetlands, water and sediment quality, floodplains, and biological resources)
- Threatened and endangered species
- Hazardous waste and contaminated materials
- Environmental Justice

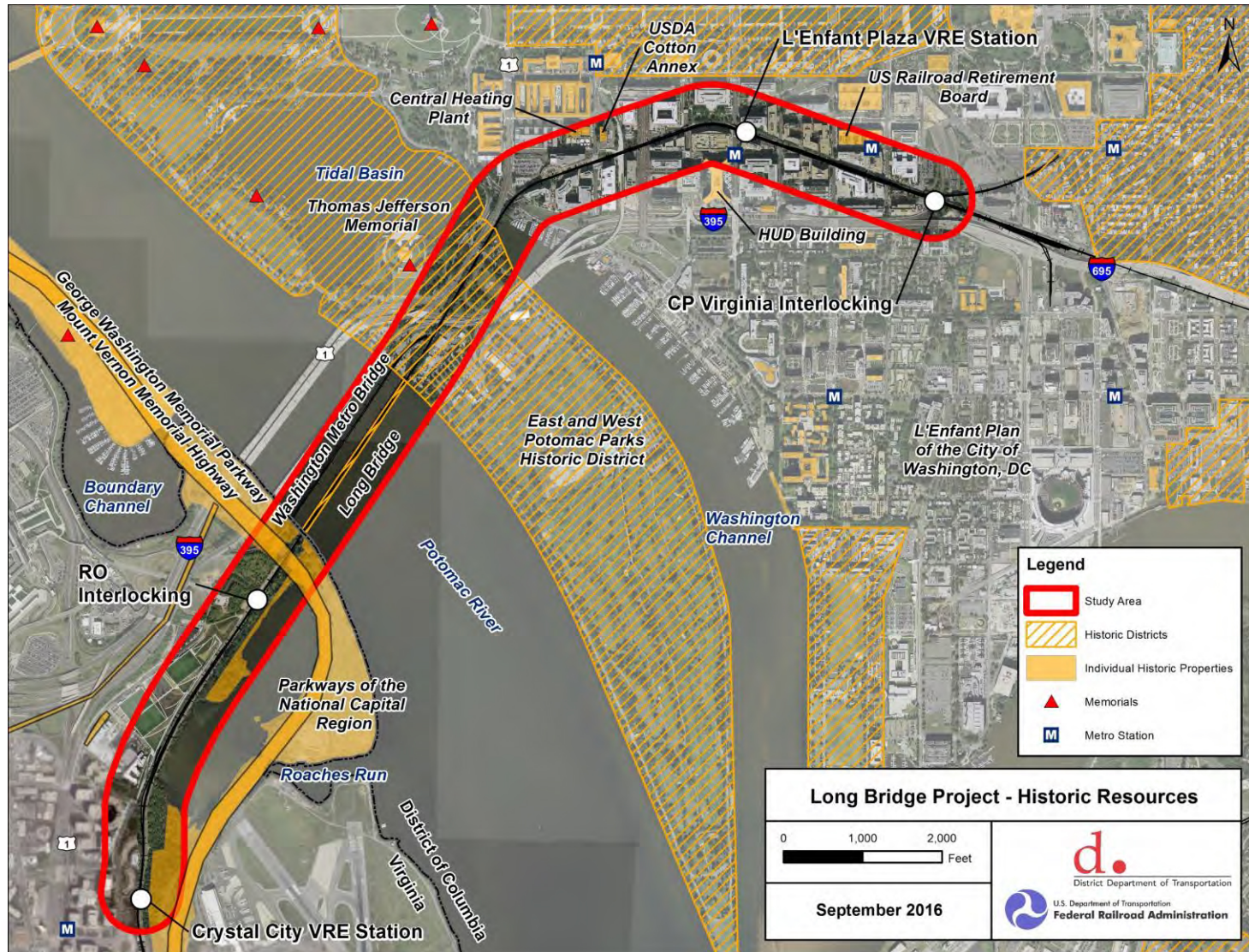
Environmental Considerations

Land Use



Environmental Considerations

Historic Sites



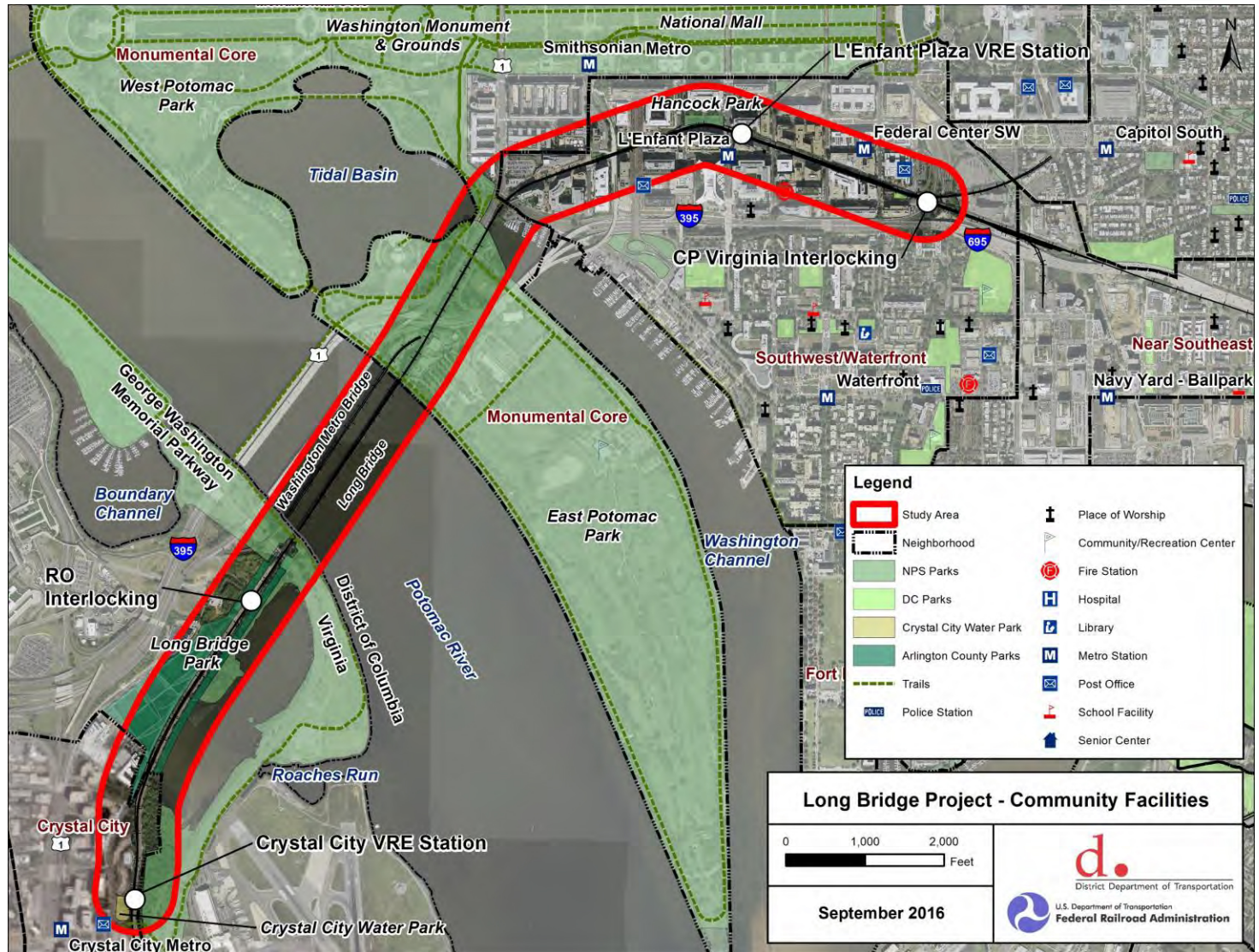
Environmental Considerations

Parks



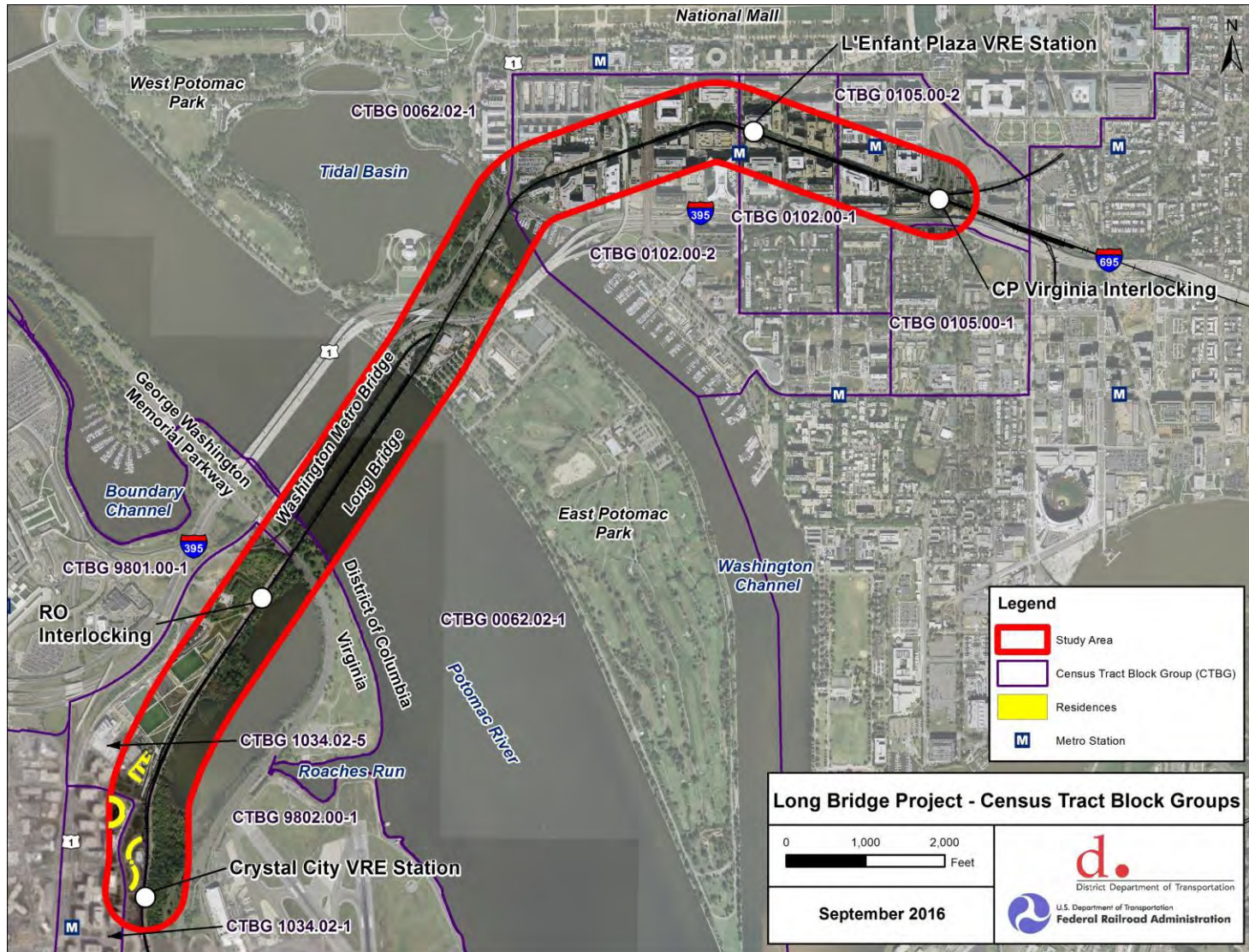
Environmental Considerations

Community Facilities



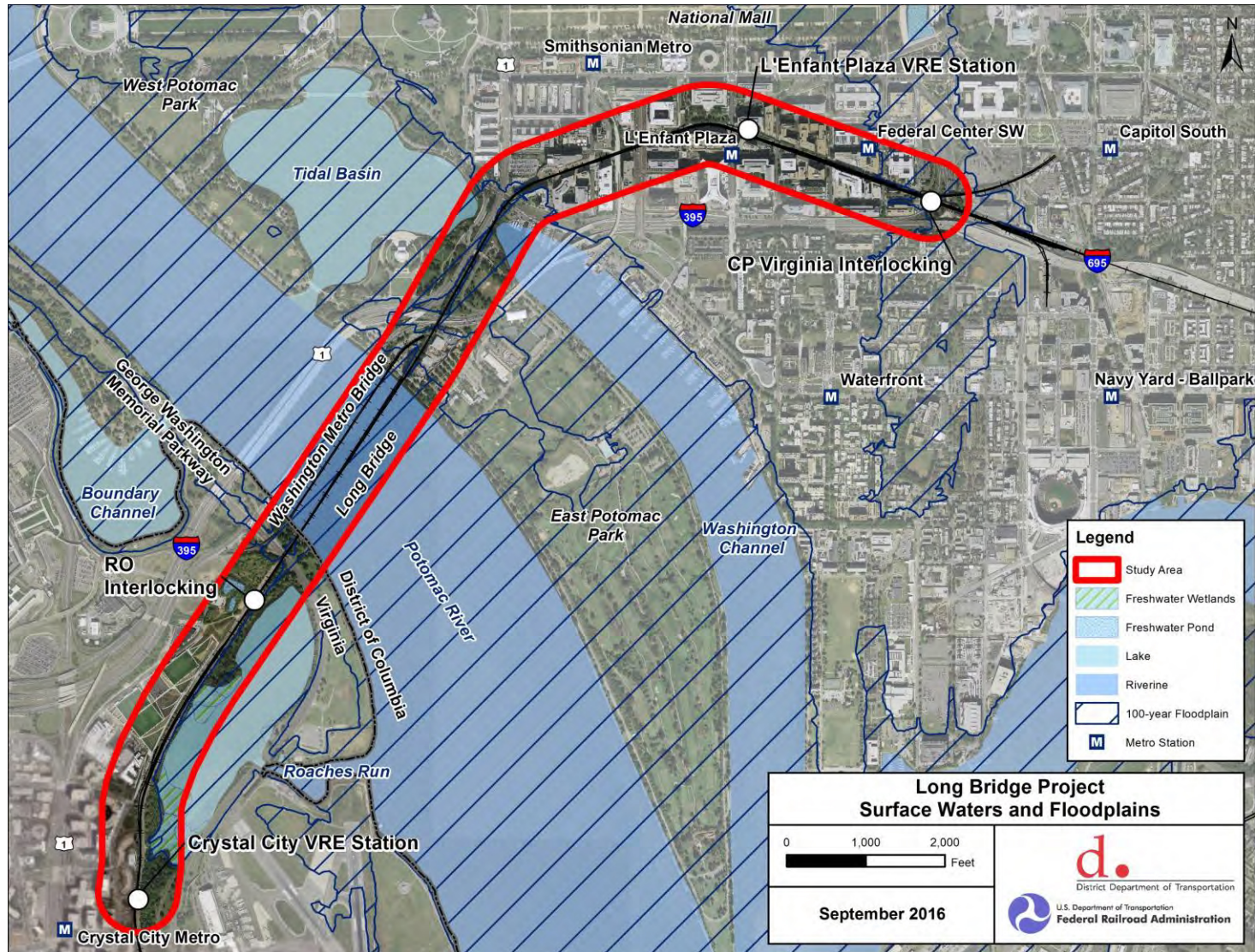
Environmental Considerations

Census Tract Block Groups



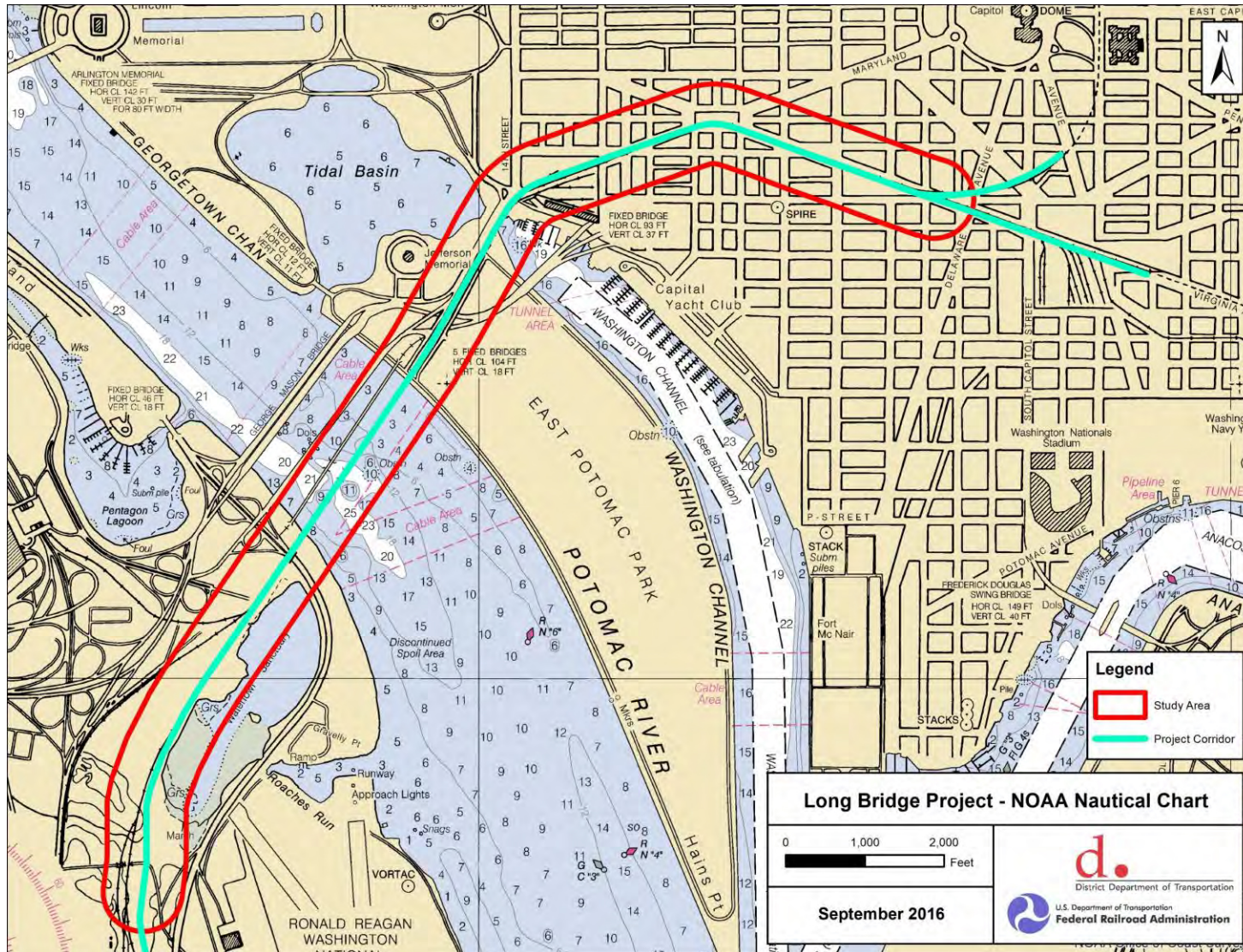
Environmental Considerations

Water Resources



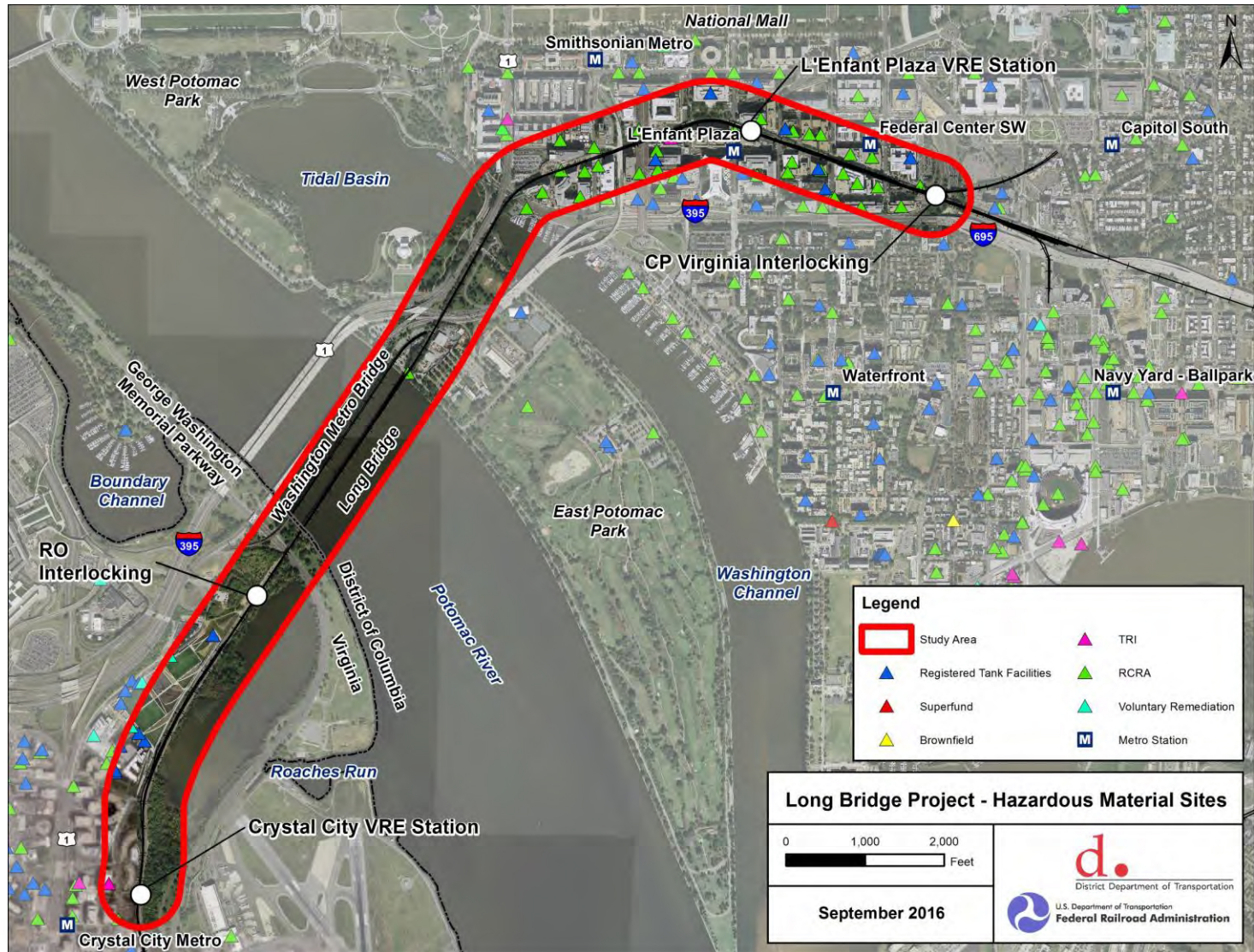
Environmental Considerations

NOAA Nautical Chart



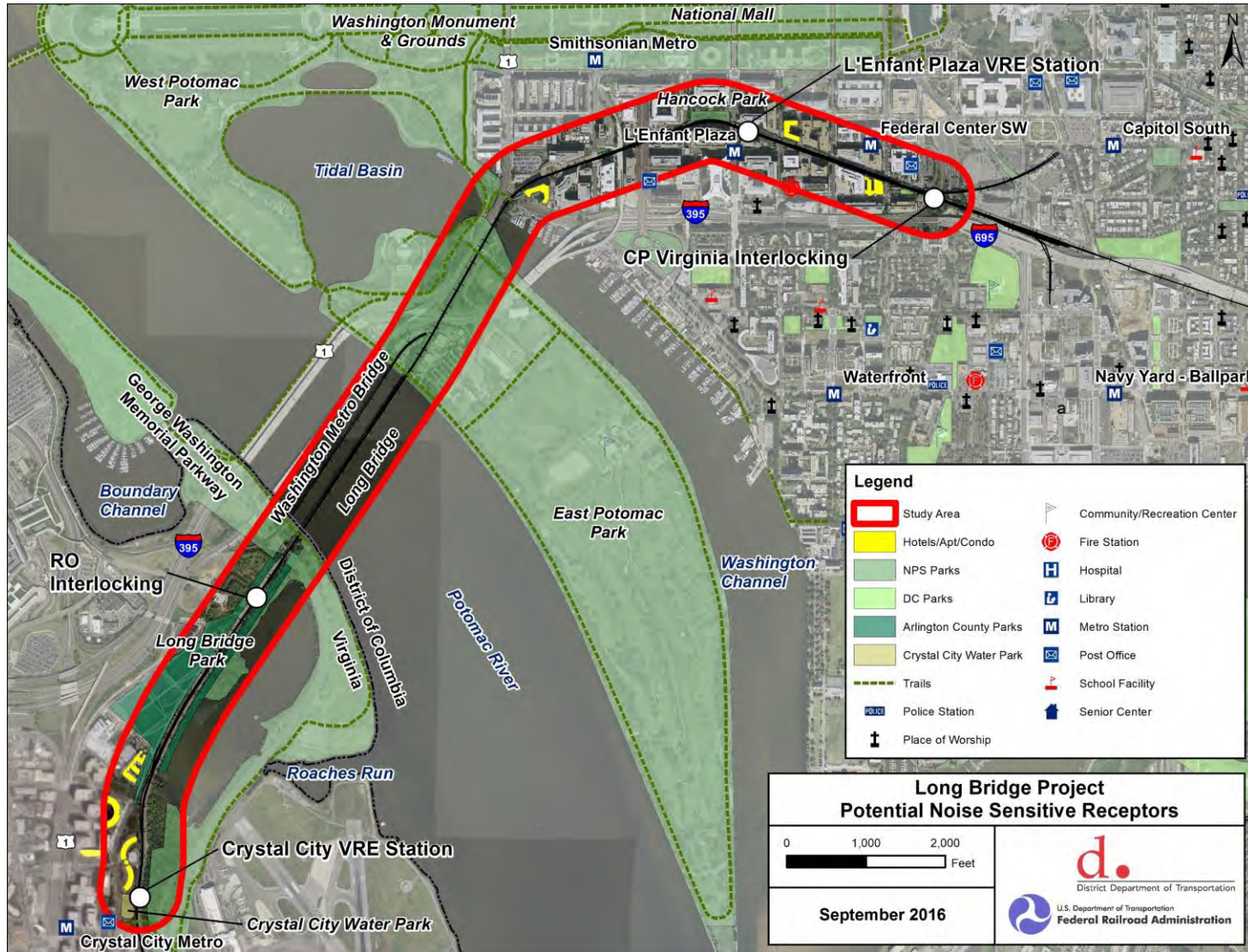
Environmental Considerations

Hazardous Material Sites

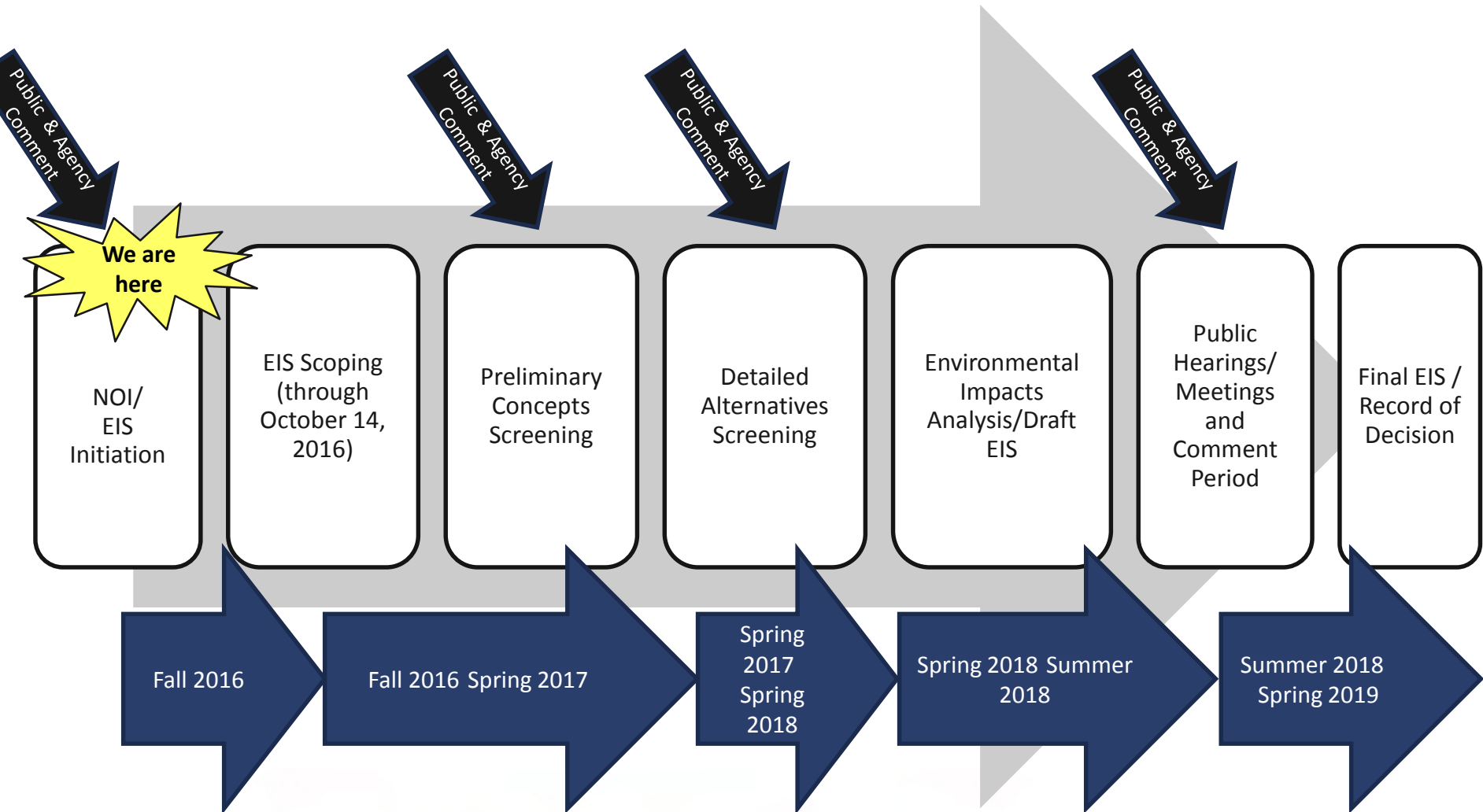


Environmental Considerations

Potential Noise Sensitive Receptors



Long Bridge EIS Milestones



Public Involvement



- Public Scoping Meeting today, September 14, 2016 (3-6 PM)
- Advertisements and Notices:
 - Elected Officials E-Mail Notification (8/15/2016)
 - Project Team Mailing/E-Mail Distribution to Project Mailing List and Community Groups (8/26/2016)
 - DDOT Press Release (9/2/2016)
 - Federal Register NOI (8/26/2016)
 - Agency letters (8/15/2016)
 - Newspaper advertisements (Express and legal notice in The Washington Post, 8/26/2016)
 - Project Website: www.longbridgeproject.com

Agency Involvement

- FRA's invitation to be a cooperating and/or participating agency in the Scoping and EIS process sent August 15, 2016
- Please provide your responses by September 26, 2016

Per 40 CFR 1501.6 and Section 139:

- Cooperating Agencies – Federal agencies other than the lead agencies that have jurisdiction by law over the property or area that will be affected by the project, or have special expertise with respect to a particular environmental issue (40 CFR 1501.6).
- Participating Agencies – Federal, state or local agencies with an interest in the project. Participating agencies are provided the opportunity to participate in defining the project purpose and need, screening of alternatives, and environmental review.

Federal Infrastructure Permitting Dashboard



- Requirement of Section 1304 of the FAST Act to publish the status of EISs for infrastructure projects
- To meet these requirements, DOT will use the Federal Infrastructure Permitting Dashboard (Dashboard) at: <https://cms.permits.performance.gov/user>
- The Dashboard goals:
 - To create a more transparent environmental and permitting process
 - Facilitate collaborative techniques to accelerate project delivery and achieve improved environmental and community outcomes

Federal Infrastructure Permitting Dashboard



- In addition to tracking overall EIS milestones, the following permits/consultations may be needed for the Long Bridge project, and would be entered into Dashboard:
 - CZMA Federal Consistency Review (NOAA)
 - MBTA Permits (FWS)
 - Non-Impairment Determination (NPS)
 - Notice of Proposed Construction – Form 7460 (FAA)
 - Section 10 of the Rivers and Harbors Act of 1899 Permit (USACE)
 - NHPA Section 106 (SHPOs)
 - CWA Section 404 permit (USACE)
 - Section 4(f) Determination (DOT/DOI)
 - Coast Guard Bridge Permit (USCG)
- Cooperating agencies with permitting/consultation authority should maintain Long Bridge Project milestone data in Dashboard
 - Max.gov user account is needed
- OMB will provide Dashboard training via webinar in the fall – more details to follow

Agency Comments



- Agency comments are requested by October 14, 2016
- Comments can be provided in multiple ways:
 - At this meeting
 - Website: www.longbridgeproject.com
 - Email: info@longbridgeproject.com
 - Mail: Ms. Amanda Murphy
Environmental Protection Specialist
Office of Railroad Policy and Development
Federal Railroad Administration
1200 New Jersey Avenue, SE
(Mail Stop-20)
Washington, DC 20590

LONG BRIDGE PROJECT – INTERAGENCY COORDINATION MEETING #2

Date: Wednesday, September 14, 2016
 Time: 9:00 AM to 11:00 AM
 Place: 55 M Street SE, Room 439B, Washington, DC 20003

FINAL 10.17.2016

Attendance:

NAME	AGENCY/COMPANY	PHONE	E MAIL
Eric Almquist	RK&K	202-864-6373	ealmquist@rkk.com
Kathy Anderson (via phone)	USACE Baltimore District	410-962-5690	Kathy.anderson@usace.army.mil
Paz Aviles (via phone)	FRA	301-219-5006	Aviles_maria@bah.com
Shreyas Bhatnagar	FRA	202-439-0617	Shreyas.bhatnagar@dot.gov
Frances Burg	DOT-FRA	202-493-0558	Frances.burg@dot.gov
Catherine Dewey	NPS – National Mall	202-245-4711	Catherine_dewey@nps.gov
Anna Chamberlin	DDOT	202-671-2218	Anna.chamberlin@dc.gov
Bradley Decker	FRA/BAH	202-346-9299	Decker.bradley@bah.com
Adam Denton (via phone)	FRA	202-493-6329	Adam.denton@dot.gov
Ethel Eaton (via phone)	DHR	804-482-6088	Ethel.eaton@dhr.virginia.gov
Lee Farmer	City of Alexandria	703-746-4146	lee.farmer@alexandriava.gov
Lee A. Fuerst (via phone)	USACE	757-201-7832	Lee.fuerst@usace.army.mil
Oscar Gonzalez	VRE	571-221-7900	ogonzalez@vre.org
Joel Gorder (via phone)	NPS – National Capital Region	202-245-4674	Joel_gorder@nps.gov
Mike Johnsen	DOT-FRA	202-493-0310	Michael.johnsen@dot.gov
Jim Haggerty (via phone)	USACE North Atlantic Division	347-370-4650	James.w.haggerty@usace.army.mil
T.R. Hickey	VRE	703-838-5428	thickey@vre.org
Robert Josef (via phone)	VDOT		Robert.josef@vdot.virginia.gov
Henry Kay	RK&K	202-864-6373	hkay@rkk.com
Dan Koenig	FTA	202-219-3528	Daniel.koenig@dot.gov
Lyle Leitelt (via phone)	FRA	202-493-6081	Lyle.leitelt@dot.gov
Bill Lipfert	LTK	802-280-2266	blipfert@ltk.com
Michele Lockhart	RK&K	202-864-6375	mlockhart@rkk.com
Dan Malouff (via phone)	Arlington County	703-228-7989	dmalouff@arlingtonva.us
Melissa McGill (via phone)	FTA		Melissa.mcgill@dot.gov
Melissa Mertz (via phone)	NPS - National Mall	202-245-4674	Melissa_mertz@nps.gov
Amanda Murphy	FRA	202-493-0454	Amanda.murphy2@dot.gov
Joshua Nadas (via phone)	NPS – GW Parkway	202-354-6909	Joshua_nadas@nps.gov
Jonathan Parker (via phone)	WMATA	202-962-1040	jhparker@wmata.com
Stephen Plano	DDOT	202-671-2227	Stephen.plano@dc.gov
Chikita Sanders	USACE	410-962-5676	Chikita.m.sanders@usace.army.mil
Jon Schermann	MWCOG	202-962-3317	jschermann@mwkog.org
Erik Schwenke (via phone)	WMAA	703-572-0268	Erik.schwenke@mwaa.com
Randy Selleck	DRPT	804-316-8462	Randy.selleck@drpt.virginia.gov
Laura Shick	FRA	202-366-0340	Laura.shick@dot.gov
Emily Stock (via phone)	DRPT	804-786-1052	Emily.Stock@drpt.virginia.gov
Susan Stafford (via phone)	FAA	304-252-6216	Susan.stafford@faa.gov
Brenda Wasler (via phone)	NPS – GW Parkway	703-289-2540	Brenda_wasler@nps.gov
Michael Weil	NCPC	202-482-7253	Michael.weil@ncpc.gov
Danielle Wesolek (via phone)	WMATA	202-962-1034	dwesolek@wmata.com

1. INTRODUCTION

- Anna Chamberlin (DDOT) opened the meeting and provided introductory remarks. The Project Team provided an overview of the project, including background, purpose and need, project partners, project schedule.
- DDOT and FRA are seeking agency comments on the scope of issues that need to be included in the Environmental Impact Statement (EIS), including the Study Area; the Draft Purpose and Need; the Alternatives Screening Criteria; preliminary concepts; agency roles and points of contact; resources within the agency's jurisdiction; and agency plans and initiatives.
- The Notice of Intent (NOI) to prepare an EIS for this Project was published in the Federal Register on August 26, 2016. The scoping comment period has been extended to October 14, 2016. Notifications will be sent to the public and agencies about this extension. Comments can be provided through the website: www.longbridgeproject.com; via e-mail info@longbridgeproject.com or by mail to FRA (Amanda Murphy, Environmental Protection Specialist, Office of Railroad Policy and Development, Federal Railroad Administration, 1200 New Jersey Avenue, SE, (Mail Stop-20), Washington, DC 20590
- Prior to this meeting, agency contacts received a copy of the Draft Purpose and Need Statement and the Environmental Data Collection Report (EDCR). Agency contacts should review the EDCR to make sure all environmental considerations that may involve agency coordination have been included.
- The 'Long Bridge Corridor' extends from VRE's Crystal City Station in Virginia to the CP Virginia interlocking located near 3rd Street SW in Washington, DC.

2. PROJECT PHASES

- The Project identified eight concepts during Phase I.
- Phase II expanded and confirmed the Phase I technical work, and provided the foundation for the EIS process. Phase II included a Service Planning Workshop to get input from agencies and rail operators on their capital improvement plans and future service plans through 2040. This information was used to model the 2040 future operating conditions.
- Phase III will include the EIS document and the Record of Decision. DDOT and FRA will begin Phase III later this year. The entire Project, including a Record of Decision, is expected to be completed by 2019.

3. ENVIRONMENTAL IMPACT STATEMENT

- Construction funding for the Project has not yet been secured; there could be multiple potential funding sources.
- FRA is preparing the EIS jointly with DDOT in accordance with CEQ regulations for implementing NEPA, FRA Environmental Procedures, and many other laws and regulatory requirements. The Long Bridge Project is in compliance with the FAST Act and Section 106, which will be initiated within the week with the Virginia Department of Historic Resources (DHR) and DCSHPO.
- Other stakeholders include: CSX Transportation (CSXT), the owner of the bridge; Virginia Railway Express (VRE) which operates the most trains across the bridge; and the Virginia Department of Rail and Public Transportation (DRPT), which, with FRA, is administering an adjacent study.

4. EXISTING CONDITIONS AND SIMULATION MODELING

- Long Bridge is a two-track railroad bridge owned by CSXT that connects to three tracks in Virginia and three tracks in DC. The next closest railroad crossing over the Potomac River is 60 miles away in Harpers Ferry, West Virginia.
- Currently, 76 Amtrak, VRE, and CSXT trains use the bridge each day to travel to the northern and southern corridors. Norfolk Southern (NS) has trackage rights but does not exercise them. NS plans to exercise those rights by 2040 with six daily trips over the bridge. MARC commuter rail also plans to use the bridge by 2040 to extend their service to Virginia. By 2040, Long Bridge expects to service 192 trains per day.
- There are a number of adjacent and related projects in progress, including the Virginia Avenue Tunnel reconstruction, DC to Richmond High Speed Rail which includes some overlapping study area, Washington Union Station expansion, VRE and MARC long range plans, Virginia's Atlantic Gateway program, and FRA's NEC FUTURE plan.
- The limits used for the simulation modeling extend from Baltimore to Newport News, VA. This was determined during the service planning workshop.
- FTA asked whether only the maximum level of service was simulated, or whether other levels of service were considered. Bill Lipfert (LTK/RK&K Team) said each of the operators provided a 2040 operating plan that was used for the simulations. The unconstrained 2040 plans create the condition in which the bridge and adjacent railroad network are stressed which is the preferred way to determine effectiveness of a particular Build alternative. Because the railroads' service plans already reflect network constraints outside the geographic and analytical limits of the model, it not useful to test multiple service levels on the bridge.
- According to measures of on-time performance, average speed, delay, travel times, and interlocking conflicts, with no improvements beyond what is already underway or planned, performance of the rail network including Long Bridge deteriorates significantly by 2040.

5. DRAFT PROJECT PURPOSE AND NEED

- The 'purpose' is to address railroad capacity issues in the corridor. The 'need' is to meet the demand for freight and passenger services; improve operational flexibility and resiliency; enhance network connectivity; and provide network redundancy.
- FTA suggested that 'enhance network connectivity' be more clearly defined. Amanda Murphy (FRA) stated that network connectivity measures whether the Preferred Alternative creates a system that makes it easy for passengers to connect to various transit modes and whether freight trains can continue to access the network beyond the Long Bridge Corridor.
- NPS or other agencies may decide to adopt FRA's EIS (or portions of the NEPA document) and issue a ROD that could apply to subsequent project actions. It would be beneficial to ensure that the Long Bridge Project purpose and need meet NPS' needs and does not preclude future actions planned by NPS.
- Long Bridge is a critical project for FRA because it connects the northern and southern rail networks. FRA would like to see the study re-named to reflect this national significance.

6. ALTERNATIVES DEVELOPMENT AND SCREENING

- The preliminary concepts are shown on slide 17 of the presentation. The term 'crossing,' refers to the number of tracks crossing the river. It does not define the type or number of structures that would accommodate the tracks. The 2-track Bridge (Replace) concept means that the bridge would

be re-built with two tracks in the same location. The preliminary concepts include concepts developed during Phase I, such as accommodation of a streetcar. The 'New Location' concepts covers all options that do not fall within or near the existing rail corridor.

- These preliminary concepts will be screened using criteria based on the purpose and need. Agencies should provide their comments on the screening criteria to FRA and DDOT. The screening results will be shared with the agencies and the public.
- FTA inquired about railroad capacity, and how FRA reconciles the fact that public investments could be used to improve privately-owned infrastructure. Mike Johnsen (FRA) said this is something that FRA addresses frequently because most of the national rail network is privately owned. FRA studies seek to balance the needs of the owner and the needs of the public.
- WMATA stressed that the existing Draft Purpose and Need Statement emphasizes the impacts and benefits to the railroad network, but does not include the potential benefits to the transit network in general and specifically in this region. There is a large transfer volume between MARC and Metrorail at Union Station. If MARC was extended, it could alleviate some of the Metrorail passenger congestion at Union Station. WMATA encouraged the Project Team to include these benefits under 'resiliency' and 'redundancy.'
- FRA and DDOT plan to identify a Preferred Alternative in the DEIS.

7. ENVIRONMENTAL CONSIDERATIONS

- The information contained in the EDCR was gathered from publicly available resources. This analysis was conducted to present the environmental considerations that need to be included in this project. Agencies should let FRA and DDOT know if any and which environmental considerations should be added to or removed from the analysis.
- About one-third of the land in the study area is government owned. There are a very small number of residential properties.
- FTA asked if all of the alternatives, including those in a 'new location,' could fit within this study area. In the context of the purpose and need, the study area can evolve based on the alternative being analyzed and on the environmental resources affected. VRE asked whether the New Corridor concept could cross the Anacostia River. Mike Johnsen said it could.
- The 'Parks' map shows the NPS parks as well as other parks in and near the study area. This map also shows the Section 4(f) implications. The Census Tract Block Groups map shows that 52.2% of the population within the study area are part of minority groups, and none has a median income below the poverty level.
- NPS stated that the bottom of the river is under the jurisdiction of NPS, so any dredging, short-term or permanent use of the bottom needs to be approved by and coordinated with NPS.
- Mike Johnsen (FRA) noted we may need to expand from the 100-year floodplain to the 500-year floodplain in light of new guidance.
- USACE indicated that navigational clearances need to be coordinated with USCG. NPS is having a similar discussion with the USCG about Memorial Bridge and suggested starting the discussion about getting a decision about the bridge clearance sooner rather than later. USCG was not present; Amanda Murphy (FRA) will follow up with USCG regarding this matter.
- Coordination with FAA and MWAA will be required; Long Bridge is in flight path and at end of a runway.

8. EIS MILESTONES/PUBLIC & AGENCY INVOLVEMENT

- Publication of the NOI starts several clocks under Section 139 of the FAST Act.

- FRA and DDOT will next come back to the agencies during preliminary concepts screening and detailed alternatives screening as well as after the environmental impact analysis. Section 139 encourages a combined FEIS/ROD.
- The Agency Coordination Plan will be updated by DDOT by November 28, 2016 and circulated for comment. There will be a Technical Advisory Committee (TAC) to facilitate agency coordination.
- Letters will go out next week to the State Historic Preservation Officers to initiate the Section 106 consultation process.
- Public outreach details for the NOI, including a public meeting, were provided. The meeting was advertised in the media and through notification of elected officials. FRA will publish a Federal Register notice to announce the extension of comment period.
- Participating and cooperating agencies are defined in the FAST Act Section 139 and 40 CFR 1501.6. If federal agencies prefer to decline a role as a participating agency they must notify FRA; otherwise, they will continue to be participating agencies. State agencies, local agencies, and tribes must respond affirmatively to the invitation; otherwise, FRA will assume the agency does not want to be a participating agency.

9. CONCLUSION

- Agency comments are requested on the Draft Purpose and Need, EDCR, Study Area, Screening Criteria, Preliminary Concepts, resources within agency's jurisdiction, and agency plans and initiatives. Comments should be sent to Amanda Murphy of the FRA.
- A copy of the presentation will be forwarded to all participants immediately following the meeting and meeting minutes will be provided at a later date.

Appendix C:

Public Scoping

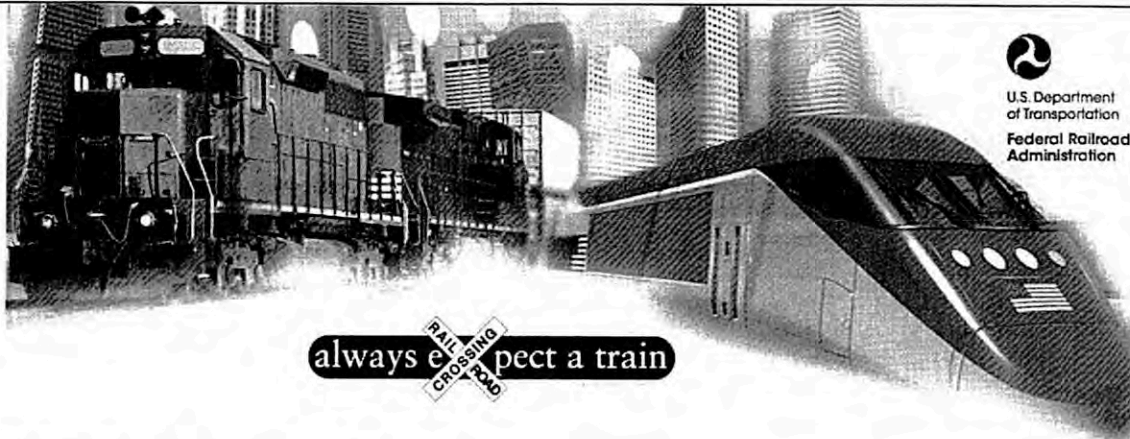
Appendix C-1:

Public Scoping Outreach and Notification Materials



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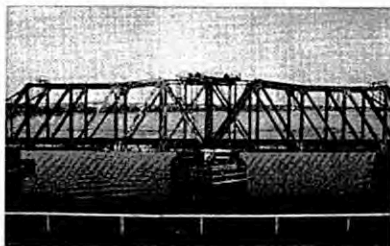


U.S. Department
of Transportation
Federal Railroad
Administration

Liked Share Save More

Federal Railroad Administration
September 13 ·

Join FRA and the District Department of Transportation (DDOT) tomorrow to discuss the historic Long Bridge, the only railroad bridge connecting D.C. and Va. Ask questions. Have your voice heard. 3-6 PM public meeting, L'Enfant Plaza Club Room in D.C.



Like Comment Share

You and 12 others

Chronological

1 share

Tom Minetree Rebuild it... rebuild it for future service 4 to 6 tracks wide, 2 for Freight Service (high and wide) 2 for Amtrak and 2 for commuter rail.
Like · Reply · September 13 at 1:06pm · Edited

1 Reply

Tom Minetree I would very much like too but I have health issues that prevent me from attending...
Like · Reply · September 13 at 1:25pm

Write a comment...

Federal Railroad Administration
September 14, 2014 ·

U.S. DOT has awarded a \$25 million TIGER grant to Portsmouth, NH and Kittery, ME to fund the replacement of the Sarah Mildred Long Bridge over the Piscataqua river. The 74 year-old Bridge currently handles both highway and rail traffic and will feature an integrated rail-highway deck for the lift span. <http://1.usa.gov/1oG8cPS>

Government Organization
in Washington, District of Columbia

4.2 Opens tomorrow

Long Bridge

11,944 people like this

53 people have been here

Opens tomorrow · 9:00AM - 5:00PM
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<http://www.fra.dot.gov/>

PHOTOS

Chat (Off)

EMAIL SENT TO ELECTED OFFICIALS - AUGUST 15, 2016



August 15, 2016

Public Scoping Meeting for Long Bridge Project

The District Department of Transportation and Federal Railroad Administration invite you to attend a public scoping meeting for the Long Bridge Project Environmental Impact Statement (EIS). The meeting will be held at the following place and time:

Wednesday, September 14, 2016

3:00 p.m. to 6:00 p.m.

L'Enfant Plaza Club Room, Promenade Level

470 L'Enfant Plaza, SW, Washington, DC

L'Enfant Plaza is accessible from the L'Enfant Plaza Metro and VRE Station. The Club Room is located in the hallway between retailers Gadget TLC and Jay Jewelers. For more detailed directions to the meeting room, [click here](#).

The scoping meeting will be conducted as an open-house with no formal presentation. Interested members of the public are welcome at any time during the three-hour meeting period.

The scoping meeting and Notice of Intent to prepare the EIS will be announced publicly in the *Federal Register* on August 26, 2016. This will be followed by a press announcement, newspaper advertisements, distribution to the project mailing list, and other means of public notification.

The scoping meeting will provide an opportunity to comment on a comprehensive study to address long-term railroad capacity and reliability issues for the Long Bridge - a railroad bridge which crosses the Potomac River between Arlington, VA and Washington, DC. The scoping meeting will focus on recent project

activities, next steps in the study process, the proposed EIS Study Area, the purpose and need for the project, alternatives screening criteria, environmental impacts to be considered and evaluated, and methodologies to be used for evaluating impacts.

DDOT and FRA are accepting public scoping comments on these topics between August 26 - September 26, 2016. Information about submitting comments as well as background on the study may be found at www.longbridgeproject.com.

Please assist us by distributing this information to your constituents. If you have questions about the Long Bridge project or would like a briefing, please contact DDOT project manager, Ms. Anna Chamberlin, at 202-671-2218 or anna.chamberlin@dc.gov.

DDOT is committed to ensuring that no person is excluded from participation in, or denied the benefits of, its projects, programs, activities, and services on the basis of race, color, national origin, gender, age, or disability as provided by Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act and other related statutes.

In accordance with the D.C. Human Rights Act of 1977, as amended, D.C. Official Code sec. 2-1401.01 et seq. (Act), the District of Columbia does not discriminate on the basis of actual or perceived: race, color, religion, national origin, sex, age, marital status, personal appearance, sexual orientation, gender identity or expression, familial status, family responsibilities, matriculation, political affiliation, genetic information, disability, source of income, status as a victim of an intrafamily offense, or place of residence or business. Sexual harassment is a form of sex discrimination which is prohibited by the Act. In addition, harassment based on any of the above protected categories is prohibited by the Act. Discrimination in a violation of the Act will not be tolerated. Violators will be subject to disciplinary action.

If you need special accommodations or language assistance services (translation or interpretation) please contact Cesar Barreto at 202-671-2829 or Cesar.Barreto@dc.gov one week in advance of the meeting. These services will be provided free of charge.



U.S. Department of Transportation
Federal Railroad Administration



GOVERNMENT OF THE
DISTRICT OF COLUMBIA
MURIEL BOWSER, MAYOR

Long Bridge Public Involvement Directory
Elected Officials

NAME	PHONE	EMAIL	ADDRESS
DC ELECTED OFFICIALS			
Delegate to the U.S. House of Representatives			
Eleanor Holmes Norton	202-225-8050		90 K Street NE, Suite 100, Washington, DC 20001
Mayor of the District of Columbia			
Muriel Bowser	202-727-6300	ebow@dc.gov	John Wilson Building, 1350 Pennsylvania Avenue, NW, Suite 316, Washington, DC 20004
Council of the District of Columbia			
Charles Allen, Council Member – Ward 6	202-724-8072	callen@dccouncil.us , nmitchell@dccouncil.us	John Wilson Building, 1350 Pennsylvania Ave., NW, Washington, DC 20004
Anita Bonds, Council Member-At-Large	202-724-8064	abonds@dccouncil.us , omontiel@dccouncil.us	Suite 406
Jack Evans, Council Member – Ward 2	202-724-8058	jevans@dccouncil.us , skimble@dccouncil.us	Suite 110
David Grosso, Council Member-At-Large	202-724-8105	dgrosso@dccouncil.us , ithompson@dccouncil.us	Suite 106
Phil Mendelson, Council Chairman-At-Large	202-724-8032	pmendelson@dccouncil.us , cduffie@dccouncil.us	Suite 402
Vincent Orange, Council Member-At-Large	202-724-8174	vorange@dccouncil.us , mgeraldo@dccouncil.us	Suite 504
Elissa Silverman, Council Member-At-Large	202-724-7772	esilverman@dccouncil.us , afox@dccouncil.us	Suite 107
Attorney General for the District of Columbia			
Karl Racine	202-727-3400	dc.oag@dc.gov	441 – 4th St., NW, Suite 1100, South Washington, DC 20001
U.S. Senator			
Michael D. Brown	202-741-5019		1350 Pennsylvania Ave., NW, Suite C09, Washington, DC 20004
Paul Strauss	202-727-7890	senator@dc.gov	
U.S. Representative			
Franklin Garcia	202-727-7290	fgarcia@maestropc.com	1350 Pennsylvania Ave., NW, Suite C09, Washington, DC 20004
ANC 6D Commissioners			
Marjorie Lightman		alternative email: marjorie.lightman@anc6d.org	1100 6th Street SW, Washington, DC 20024
Stacy Braverman Cloyd	202-734-0205	6D02@anc.dc.gov	771 Delaware Ave, SW, Washington, DC 20024
Rachel Reilly Carroll		alternative email: rachelreillycarroll@anc6d.org	800 4th Street SW, Washington, DC 20024
Andy Litsky	202-554-8070	6D04@anc.dc.gov , alternative email: andy6d04@anc6d.org	423 N St, SW, Washington, DC 20024
Roger Moffatt, Chairperson	202-488-0288	alternative email: roger6d05@anc6d.org	1301 Delaware Ave, SW, Washington, DC 20024
Rhonda N. Hamilton	202-316-5827	alternative email: rhonda6d05@anc6d.org	44 O St, SW, Washington, DC 20024
Meredith Fascett	202-750-0295	alternative email: meredith.fascett@anc6d.org	1101 4th St, SW, Washington, DC 20024
AND 2A Commissioners			
Patrick Kennedy, Chairperson	202-630-2201	2A01@anc.dc.gov	532 20th St, NW #312, Washington, DC 20006
Rebecca Coder	202-253-2612	2A02@anc.dc.gov	2501 M St, NW #721, Washington, DC 20037
John Williams	202-302-3216	2A03@anc.dc.gov	955 26th St, NW #510, Washington, DC 20037
William Kennedy Smith, MD	202-681-5527	2A04@anc.dc.gov	600 New Hampshire Ave, NW #610, Washington, DC 20037
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<i>vacant</i>		2A07@anc.dc.gov	2506 M St, NW #721, Washington, DC 20037
Eve Zhurbinskiy	347-885-5687	2A08@anc.dc.gov	2100 I St, NW, Washington, DC 20052
CITY OF ALEXANDRIA, VIRGINIA			
City of Alexandria Mayor			
Allison Silberberg	703-746-4500		301 King Street, Alexandria, VA 22314
City of Alexandria City Council			
			301 King Street, Alexandria, VA 22314

Justin M. Wilson	703-746-4500	Justin.Wilson@alexandriava.gov	
Paul C. Smedberg	703-746-4500	Paul.Smedberg@alexandriava.gov	
Willie F. Bailey Sr.	703-746-4500	Allison.Silberberg@alexandriava.gov	
Redella S. Pepper	703-746-4500	Del.Pepper@alexandriava.gov	
Timothy B. Lovain	703-746-4500	Timothy.Lovain@alexandriava.gov	
John Taylor Chapman	703-746-4500	John.Taylor.Chapman@alexandriava.gov	
ARLINGTON COUNTY, VIRGINIA			
Virginia Board Members			
Mary Hughes Hynes (D), Chairman		mhynes@arlingtonva.us	
Walter Tejada (D), Vice Chairman		wtejada@arlingtonva.us	
Jay Fisetle (D)		jfisetle@arlingtonva.us	
Libby Garvey (D)		lgarvey@arlingtonva.us	
John Vihstadt (I)		jvihstadt@arlingtonva.us	
State Senators			
Adam Ebbin (D), District 30	804-698-7530	district30@senate.virginia.gov	P.O. Box 26415, Alexandria, VA 22313
Barbara Favola (D), District 31	703-835-4845	district31@senate.virginia.gov	2319 18th St., North, Arlington, VA 22201
Janet Howell (D), District 32	703-709-8283	district32@senate.virginia.gov	P.O. Box 2608, Reston, VA 20195-0608
House of Delegates			
Rob Krupicka (D), 45th District	571-357-4762	delRKrupicka@house.virginia.gov	P.O. Box 25455, Alexandria, VA 22313
Patrick Hope (D), 47th District	703-486-1010	delPHope@house.virginia.gov	P.O. Box 3148, Arlington, VA 22203
Rip Sullivan (D), 48th District	703-641-4227	DelRSullivan@house.virginia.gov	P.O. Box 50753, Arlington, VA 22205
Alfonso Lopez (D), 49th District	703-336-2147	delALopez@house.virginia.gov	P.O. Box 40366, Arlington, VA 22204
U.S. Senator			
Tim Kaine (D)	703-361-3192		9408 Grant Avenue, Suite 202, Manassas, VA 20110
Mark Warner (D)	703-442-0670		8000 Towers Crescent Drive, Suite 200, Vienna, Virginia 22182
U.S. House of Representatives			
Don Beyer (D), 8th District	703-658-5403		5285 Shawnee Road, Suite 250, Alexandria, VA 22312



August 26, 2016

Public Scoping Meeting Long Bridge Project

The District Department of Transportation (DDOT) and Federal Railroad Administration (FRA) invite you to attend a public scoping meeting for the Long Bridge Project Environmental Impact Statement (EIS):

Wednesday, September 14, 2016

3:00 p.m. to 6:00 p.m.

L'Enfant Plaza Club Room, Promenade Level

470 L'Enfant Plaza, SW, Washington, DC

L'Enfant Plaza Metro and VRE Station

The Club Room is located in the hallway between retailers Gadget TLC and Jay Jewelers. For more detailed directions to the meeting room, [click here](#).

The EIS is being prepared in accordance with the National Environmental Policy Act of 1969 (NEPA). The scoping meeting will provide the public an opportunity to express their comments on a comprehensive study to address long-term railroad capacity and reliability issues for the Long Bridge corridor, which crosses the Potomac River from Arlington, VA into Washington, DC. The scoping meeting will focus on recent project activities, next steps in the NEPA process, the proposed EIS Study Area, purpose and need, alternatives evaluation criteria, environmental effects to be considered and evaluated, and methodologies to be used for evaluating effects.

The September 14th scoping meeting will be conducted as an open-house. Interested members of the public are invited to stop in at any point from 3 p.m. to 6 p.m.

The current two-track Long Bridge was constructed in 1904 and is owned and maintained by CSX Transportation (CSXT). It is the only freight railroad crossing over the Potomac River between DC and VA. Currently, the bridge serves CSXT freight trains, Amtrak passenger trains, and VRE commuter trains. Norfolk Southern also has trackage rights on the bridge and connecting CSXT tracks.

The Long Bridge is located within the Washington Monumental Core. The EIS Study Area extends approximately 3.2 miles from VRE Crystal City Station in Arlington, VA to Control Point (CP) Virginia near Third Street, SW in Washington, DC. The Study Area includes federal park land managed by the National Park Service; historic and cultural properties; the Potomac River; offices, hotels, and apartment buildings; and transportation facilities (VRE Crystal City Station, VRE L'Enfant Station, Long Bridge, eleven other railroad bridges, and four roadway bridges); and numerous pedestrian and bicycle trails.

The goal of the EIS is to develop project alternatives; analyze the potential impacts of the alternatives on the social, economic, and environmental resources; identify measures to avoid and/or mitigate significant adverse impacts; identify a preferred alternative; and obtain a Record of Decision pursuant to NEPA. Preparation of the EIS will be coordinated with other federal and local laws and regulations, including Section 106 of the National Historic Preservation Act, Section 4(f) of the US Department of Transportation Act of 1966, and Section 139 of the FAST Act of 2015.

If you are from unable to attend the scoping meeting, FRA and DDOT are accepting public comments August 26 - September

26, 2016. For more information, visit

www.longbridgeproject.com or call 202-671-2218.

DDOT is committed to ensuring that no person is excluded from participation in, or denied the benefits of, its projects, programs, activities, and services on the basis of race, color, national origin, gender, age, or disability as provided by Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act, and other related statutes.

In accordance with the D.C. Human Rights Act of 1977, as amended, D.C. Official Code sec. 2-1401.01 et seq. (Act), the District of Columbia does not discriminate on the basis of actual or perceived: race, color, religion, national origin, sex, age, marital status, personal appearance, sexual orientation, gender identity or expression, familial status, family responsibilities, matriculation, political affiliation, genetic information, disability, source of income, status as a victim of an intrafamily offense, or place of residence or business. Sexual harassment is a form of sex discrimination which is prohibited by the Act. In addition, harassment based on any of the above protected categories is prohibited by the Act. Discrimination in a violation of the Act will not be tolerated. Violators will be subject to disciplinary action.

If you need special accommodations or language assistance services (translation or interpretation), please contact Cesar Barreto at 202-671-2829 or Cesar.Barreto@dc.gov one week in advance of the meeting. These services will be provided free of charge.



U.S. Department of Transportation
Federal Railroad Administration



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DISTRICT
GOVERNMENT OF THE
DISTRICT OF COLUMBIA
MURIEL BOWSER, MAYOR

Long Bridge Public Involvement Directory Neighborhood Groups

NAME	PHONE	E-MAIL	ADDRESS
NEIGHBORHOOD/GROUP			
Aurora Highlands Civic Association			
Natasha Atkins			
City of Alexandria			
Acting City Manager, Mark Jinks			
Capitol Hill			
Advisory Neighborhood Commission 6B			
Foxcroft Heights Civic Association			
John Moran, President			
Navy Yard			
Marjorie Lightman, Advisory Neighborhood Commission 6D			
Southwest Neighborhood Assembly			
Bruce Levine, President			
Southwest Waterfront			
Hoffman-Madison Waterfront			

Long Bridge Public Involvement Directory
Special Interest Groups, Business Organizations, and Private Businesses

NAME	PHONE	E-MAIL	ADDRESS
SPECIAL INTEREST GROUPS, BUSINESS ORGANIZATIONS AND PRIVATE BUSINESSES			
Committee of 100 of the Federal City			945 G Street, NW, Washington, DC 20001
Potomac Boat Club			
Sierra Club - Washington, DC Chapter			
Matt Gravatt			
Sierra Club - National Headquarters			
Thompson Boat Club			
Washington Area Bicyclist Association			
Shane Farthing			
Greg Billings			
Washington Canoe Club			
Andrew Soles, President			
Washington DC Chapter National Railway Historical Society			
Scarlett Wirt, President			
Crystal City, Business Improvement District			
Robert Mandle, COO			
District of Columbia, Business Improvement District			
Natalie Avery			
L'Enfant Plaza			
The JBG Companies, Prop Mng			
Alexandria Chamber of Commerce			
Maria T. Ciarrocchi, VP Public Policy			
Alexandria Economic Development Partnership			
Arlington Economic Development			
Victor L. Hoskins, AED Director			
American Congress of Obstreticians and Gynecologists			
Executive Board Members			
DC Preservation League			
Tisha Allen			
DC Harbor Cruises			
Kent Digby			
Mandarin Oriental			
Emmie Lancaster, Director of Communications			
Crystal City Lofts			
Crystal Gateway Condominiums			

Water Park Tower Apartments
Damon D.
Crystal Place Apartments
Damon D.
Crystal City Shops
Mall Management
Hyatt Regency Crystal City at Reagan National Airport
Renaissance Arlington Capital View Hotel
Residence Inn Arlington Capital View - Marriott
Ronald Reagan Washington National Airport
Arlington Historical Society
Karl VanNewkirk, President
United States Postal Service
University of Phoenix
Hampton Inn & Suites Reagan National Airport
Hilton Crystal City at Washington Reagan National Airport
Crystal City Marriott at Reagan National Airport
Holiday Inn Capitol
Zack Wiblemo
United States Postal Service
The Washington Marina Company
Capitol Riverfront Business Improvement District
Architect of the Capitol
Capitol Hill Business Improvement District
Andrew Lee, Director of Operations
Arlington Chamber of Commerce
Kate (Roche) Bates
Long Bridge Park Advisory Committee (Arlington County)
Carrie Johnson, Vice Chair
D.C. Bicycle Advisory Council
Randall Myers
The Portals
Steve Grigg

The Portals, second property
Steve Grigg
Federal Communications Commission
Potomac Center CF, LLC
Potomac Center North, Inc.
Capital Gallery, developed by Boston Properties
Anne DuMont, leasing contact
Piedmont Office Realty Trust
Daniel M. Dillon
Capitol View
Anne Schneider, Senior Property Manager
One Independence Square (Piedmont Office Realty Trust building)
Daniel M. Dillon
One Independence Square (Piedmont Office Realty Trust building)
Daniel M. Dillon

Long Bridge Public Involvement Directory

Individuals

NAME	PHONE	E-MAIL	ADDRESS
INDIVIDUALS			
Kevin Chisholm			
Bruce Darconte			
Michael Todd			
Yvonne Thelwell			
Eric Cassel			
John Simpkins-Camp			
Danielle Wesolek			
Anne Darconte			
Joshua Booth			
Rhonda Hamilton			
Jeffrey Marshall			
Herbert Harris, Jr.			
Roshe Copeland			
Elliott Mandel			
David Alpert			
David J. Nelson			
Stephanie Wildridge			
Joyce Tsepas			
Andy Litsky			
John Manley			
John Imparato			
Richard Westbrook			
David Ehrlich			
Dino Drudi			
Ken Briers			
Don Paine			
Martha Kemp			
Ted Saks			
Nick Brand			
Yvonne Thelwell			
Mark Scheufler			
Ken Walton			
Danielle Wesosek			
John Simpkins-Camp			
Eric Buckhauser			
Amira Badawi			
Chuck March			
Donald Malone			
Roshe Copeland			
Kevin Chisholm			
Monte Edwards			
Chris Jamieson			
Bill Gerard			
Philip Koopman			
Andy Litsky			
Kevin McDonald			
Martha Harmon			
Bakari Simba			
Rick Reardon			
Roshe Copeland			
Andrew Shields			

Peter Kauffman	
John Hirschman	
Randall Myers	
Maureen Harrington	
Brian McMahon	
Trey Dickerson	
Doug Lawrence	
John Whitney	
Aaron Overman	
Mark Berger	
Nick Brand	
Bill Pauling	
Jonathan Taylor	

[illegible]

Sharp & Company
794 Nelson Street
Rockville, MD 20850

301 424 6133
301 340 1754 Fax
sharpandco.com

Insertion Order

JOB NUMBER	DCKA-2013-T-016 (CONTRACT #)	
HEADLINE/ID	Long Bridge Project Public Scoping Meeting	<input checked="" type="checkbox"/> ORIGINAL
ADVERTISER	DDOT	
Contact	Charise Geiling, Sharp & Company (Agency)	REVISE
Address	794 Nelson Street! Rockville, MD 20850	CANCELLATION
DATE	8/18/16	PROOF OF RUN
MEDIA	Washington Post Express	<input checked="" type="checkbox"/> Copies to Sharp & Company
Contact	Dennis Olney	
Address	1301 K St, NW! Washington, DC 20071	Copies to Advertiser

AD UNIT	FREQUENCY	INSERTION DATE(S)	PLACEMENT
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ADDITIONAL INSTRUCTIONS

Camera-ready artwork is attached with this IO.

Authorized by Charise Geiling, Sharp & Company Date 8/18/16

Agency is acting as an authorized agent for client and does not assume financial liability for this insertion in the event of non-payment from client.



PUBLIC SCOPING MEETING

Long Bridge Project

The District Department of Transportation (DDOT) and Federal Railroad Administration (FRA) invite you to attend a public scoping meeting for the Long Bridge Project Environmental Impact Statement (EIS):

Wednesday, September 14, 2016

3:00 p.m. to 6:00 p.m.

L'Enfant Plaza Club Room, Promenade Level

470 L'Enfant Plaza, SW, Washington, DC

L'Enfant Plaza Metro and VRE Station

*The Club Room is located in the hallway between
retailers Gadget TLC and Jay Jewelers.*

The EIS is being prepared in accordance with the National Environmental Policy Act of 1969 (NEPA). The scoping meeting will provide the public an opportunity to express their comments on a comprehensive study to address long-term railroad capacity and reliability issues for the Long Bridge corridor, which crosses the Potomac River from Arlington, VA into Washington, DC.

If you are unable to attend the scoping meeting, FRA and DDOT are accepting public comments August 26 - September 26, 2016. **For more information, visit www.longbridgeproject.com or call 202-671-2218.**

DDOT is committed to ensuring that no person is excluded from participation in, or denied the benefits of, its projects, programs, activities, and services on the basis of race, color, national origin, gender, age, or disability as provided by Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act, and other related statutes.

In accordance with the D.C. Human Rights Act of 1977, as amended, D.C. Official Code sec. 2-1401.01 et seq. (Act), the District of Columbia does not discriminate on the basis of actual or perceived: race, color, religion, national origin, sex, age, marital status, personal appearance, sexual orientation, gender identity or expression, familial status, family responsibilities, matriculation, political affiliation, genetic information, disability, source of income, status as a victim of an intrafamily offense, or place of residence or business. Sexual harassment is a form of sex discrimination which is prohibited by the Act. In addition, harassment based on any of the above protected categories is prohibited by the Act. Discrimination in a violation of the Act will not be tolerated. Violators will be subject to disciplinary action.

If you need special accommodations or language assistance services (translation or interpretation), please contact Cesar Barreto at 202-671-2829 or Cesar.Barreto@dc.gov one week in advance of the meeting. These services will be provided free of charge.



U.S. Department of Transportation
Federal Railroad Administration



GOVERNMENT OF THE
DISTRICT OF COLUMBIA
MURIEL BOWSER, MAYOR



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Purchase/Insertion Order #

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Special Instructions

**District Department of Transportation (DDOT) and
Federal Railroad Administration (FRA)
Long Bridge Project EIS
Notice of Public Scoping Meeting and
Comment Period**

DDOT and FRA invite you to attend a public scoping meeting for the Long Bridge Project Environmental Impact Statement (EIS). The EIS is being prepared in accordance with the National Environmental Policy Act of 1969 to address long-term railroad capacity and reliability issues for the Long Bridge, which crosses the Potomac River between Arlington, VA and Washington, DC. The scoping meeting will be held:

Wednesday, September 14, 2016

3:00 p.m. to 6:00 p.m.

L'Enfant Plaza Club Room, Promenade Level

470 L'Enfant Plaza, SW, Washington, DC

L'Enfant Plaza is accessible from the L'Enfant Plaza Metro and VRE Station. The Club Room is located in the hallway between retailers Gadget TLC and Jay Jewelers. For more detailed directions to the meeting room, please visit www.longbridgeproject.com/public-involvement.

The scoping meeting will be conducted as an open house with no formal presentation. Interested members of the public are welcome at any time during the three-hour meeting period. The meeting will focus on recent project activities in addition to the proposed EIS Study Area, purpose and need for the project, alternatives screening criteria, environmental impacts to be considered, and impact analysis methodologies.

DDOT and FRA are accepting public scoping comments on these topics August 26 - September 26, 2016. For more information, visit www.longbridgeproject.com or call 202-671-2218. The scoping meeting and Notice of Intent to prepare the EIS were announced publicly in the *Federal Register* on August 26, 2016.

DDOT is committed to ensuring that no person is excluded from participation in, or denied the benefits of, its projects, programs, activities, and services on the basis of race, color, national origin, gender, age, or disability as provided by Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act, and other related statutes.

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If you need special accommodations or language assistance services (translation or interpretation), please contact Cesar Barreto at 202-671-2829 or Cesar.Barreto@dc.gov one week in advance of the meeting. These services will be provided free of charge.

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Mayor Muriel Bowser

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District Department of Transportation

District Department of Transportation



Office Hours

Monday to Friday, 8:15 am to 4:45 pm

Connect With Us

55 M Street, SE, Suite 400, Washington, DC 20003

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Fax: (202) 671-0650

TTY: (202) 673-6813

Email: ddot@dc.gov[Ask the Director](#)[Agency Performance](#)[Amharic \(አማርኛ\)](#)[Chinese \(中文\)](#)[French \(Français\)](#)[Korean \(한국어\)](#)[Spanish \(Español\)](#)[Vietnamese \(Tiếng Việt\)](#)

Public Scoping Meeting for the Long Bridge Project

Friday, September 2, 2016



FOR IMMEDIATE RELEASE

Media Contacts

Terry Owens — (202) 763-8635, terry.owens@dc.gov

Michelle Phipps-Evans — (202) 497-0124, michelle.phipps-evans@dc.gov

(Washington, DC) The District Department of Transportation and Federal Railroad Administration (FRA) invite you to a public scoping meeting for the Long Bridge Project Environmental Impact Statement (EIS).

The scoping meeting will provide an opportunity to comment on a comprehensive study to address long-term railroad capacity and reliability issues for the Long Bridge—a railroad bridge which crosses the Potomac River between Arlington, Va., and Washington, DC.

The scoping meeting will focus on recent project activities, next steps in the study process, the proposed EIS Study Area, the purpose and need for the project, alternative screening criteria, environmental impacts to be considered and evaluated, and methodologies to be used for evaluating impacts.

The meeting will be held at the following location:

What Public Scoping Meeting for Long Bridge Project
When Wednesday, September 14, 2016
3 pm to 6 pm
Where L'Enfant Plaza Club Room, Promenade Level
470 L'Enfant Plaza, SW, Washington, DC

L'Enfant Plaza is accessible from the L'Enfant Plaza Metro and VRE Station. The Club Room is located in the hallway between retailers Gadget TLC and Jay Jewelers. For more detailed directions to the meeting room, [click here](#).

The scoping meeting will be conducted as an open-house with no formal presentation. Interested members of the public are welcome at any time during the three-hour meeting period.

DDOT and FRA are accepting public scoping comments on these topics until September 26, 2016. Information about submitting comments as well as background on the study may be found at www.longbridgeproject.com.

Getting to the Meetings

Be sure to check out www.goDCgo.com to learn about transportation options for getting to the workshops.

Can't Make a Meeting?

Materials from this meeting will be made available on the study website within 72 hours of the meeting's conclusion.

Do you need assistance to participate?

If you need special accommodations, please contact Cesar Barreto at (202) 671-2829 or Cesar.Barreto@dc.gov five days in advance of the meeting. If you need language assistance services (translation or interpretation), please contact Karen Randolph at (202) 671-2620 or Karen.Randolph@dc.gov five days in advance of the meeting. These services will be provided free of charge.

The District Department of Transportation (DDOT) is committed to ensuring that no person is excluded from participation in, or denied the benefits of, its projects, programs, activities, and services on the basis of race, color, national origin, gender, age, or disability as provided by Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act and other related statutes.

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AYUDA EN SU IDIOMA

Si necesita ayuda en Español, por favor llame al 202-671-2700 para proporcionarle un intérprete de manera gratuita.

AVISO IMPORTANTE

Este documento contiene información importante. Si necesita ayuda en Español o si tiene alguna pregunta sobre este aviso, por favor llame al 202-671-2620. Infórmele al representante de atención al cliente el idioma que habla para que le proporcione un intérprete sin costo para usted. Gracias.

AIDE LINGUISTIQUE

Si vous avez besoin d'aide en Français appelez-le 202-671-2700 et l'assistance d'un interprète vous sera fournie gratuitement.

AVIS IMPORTANT

Ce document contient des informations importantes. Si vous avez besoin d'aide en Français ou si vous avez des

questions au sujet du présent avis, veuillez appeler le 202-671-2700. Dites au représentant de service quelle langue vous parlez et l'assistance d'un interprète vous sera fournie gratuitement. Merci.

GIÚP ĐỖ VỀ NGÔN NGỮ

Nếu quý vị cần giúp đỡ về tiếng Việt, xin gọi 202-671-2700 để chúng tôi thu xếp có thông dịch viên đến giúp quý vị miễn phí.

THÔNG BÁO QUAN TRỌNG

Tài liệu này có nhiều thông tin quan trọng. Nếu quý vị cần giúp đỡ về tiếng Việt, hoặc có thắc mắc về thông báo này, xin gọi 202-671-2700. Nói với người trả lời điện thoại là quý vị muốn nói chuyện bằng tiếng Việt để chúng tôi thu xếp có thông dịch viên đến giúp quý vị mà không tốn đồng nào. Xin cảm ơn.

የቋንቋ እርዳታ

በአማርኛ እርዳታ ከፈለጉ በ 202-671-2700 ይደውሉ። የጎንደር አስተርጓሚ ይመደብልዎታል።

ጠቃሚ ማስታወቂያ

ይህ ሰነድ ጠቃሚ መረጃ ይዟል። በአማርኛ እርዳታ ከፈለጉ ወይም ስለዚህ ማስታወቂያ ጥያቄ ካለዎት በ 202-671-2700 ይደውሉ። የትኛውን ቋንቋ እንደሚናገሩ ለደንበኞች አገልግሎት ተወካይ ይገኛሉ። ያለምንም ክፍያ አስተርጓሚ ይመደብልዎታል። እናመሰግናለን።

언어 지원

한국어로 언어 지원이 필요하신 경우 202-671-2700로 연락을 주시면 무료로 통역이 제공됩니다.

안내

이 안내문은 중요한 내용을 담고 있습니다. 한국어로 언어 지원이 필요하시거나 질문이 있으실 경우 202-671-2700 로 연락을 주십시오. 필요하신 경우, 고객 서비스 담당원에게 지원 받고자 하는 언어를 알려주시면, 무료로 통역 서비스가 제공됩니다. 감사합니다.

語言協助

如果您需要用(中文)接受幫助, 請電洽202-671-2700, 將免費向您提供口譯員服務

重要通知

本文件包含重要資訊。如果您需要用(中文)接受幫助或者對本通知有疑問, 請電洽202-671-2700。請告訴客戶服務部代表您所說的語言, 會免費向您提供口譯員服務。謝謝!



Your #1 resource for transportation information & options to make getting into and around the District easier than ever.



DC Streetcar will facilitate travel for District residents, workers and visitors by complementing existing transit options, and by creating neighborhood connections where they currently do not exist.

DC Transportation Online Permitting System



This online system enables home owners, tenants, and businesses alike to apply for the specific type of public space occupancy, construction, excavation, annual or rental permit required for use of the public space within the District of Columbia.

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Appendix C-2:

Public Scoping Meeting Materials

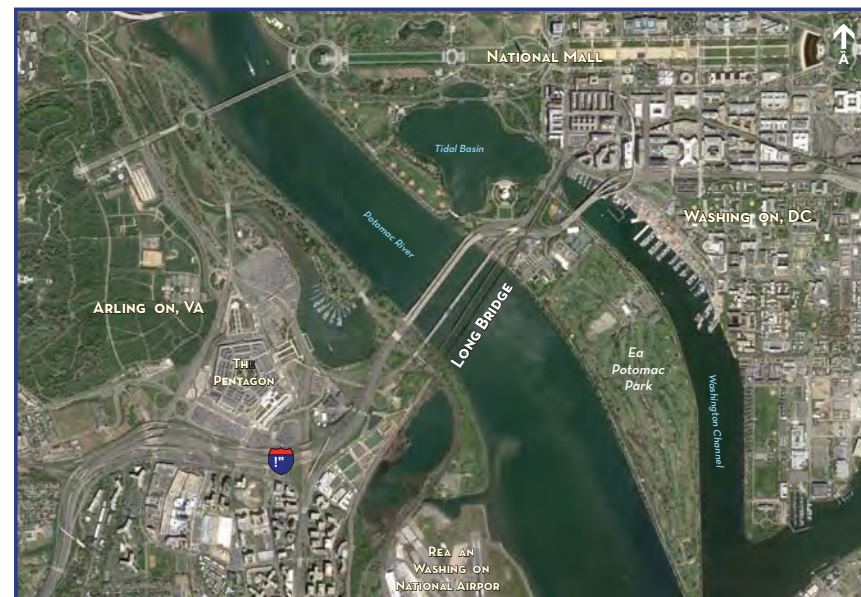
Welcome to the



EIS SCOPING MEETING

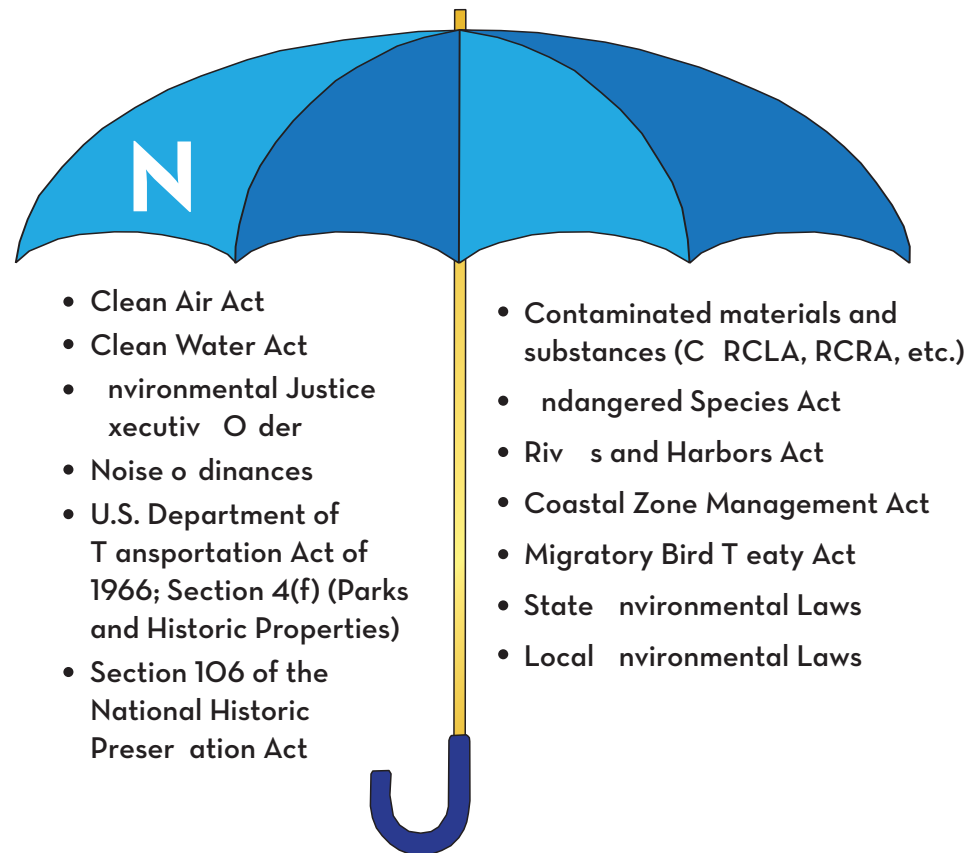
The goals of this meeting are to:

- ✦ Announce preparation of an Environmental Impact Statement (EIS)
- ✦ Present the Draft Project Purpose and Need
- ✦ Describe criteria for screening alternatives to be analyzed in the EIS
- ✦ Identify environmental issues to be studied in the EIS
- ✦ Present EIS timeline
- ✦ Seek public comments



WHAT IS NEP

- ✦ National Environmental Policy Act of 1969 (NEPA) creates the process that federal agencies follow to analyze the potential consequences of proposed projects on the human environment, engage the public, and document the analysis to ensure informed decision making
- ✦ NEPA is an “umbrella” law that encourages integrated compliance with other environmental laws so that other proposed project’s impacts are comprehensively evaluated before implementation
- ✦ The Long Bridge Project’s compliance with NEPA will include preparation of an Environmental Impact Statement (EIS) that will be made available for public view/comment
- ✦ FRA is the lead Federal agency and DDOT is the joint lead agency for the EIS



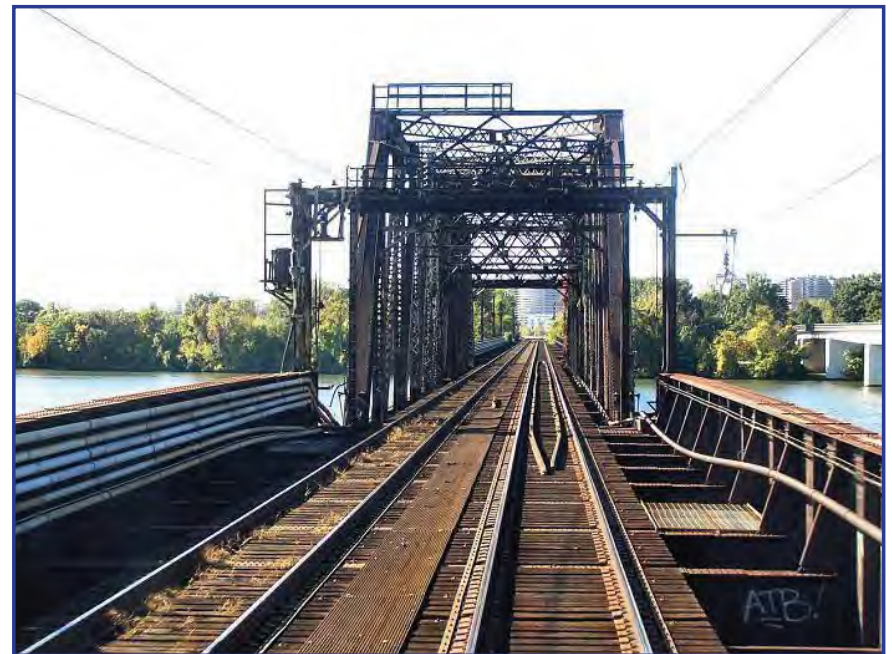
WHAT IS SCOPING?

- ✦ Scoping is the first step in preparation of the EIS
- ✦ NEPA requires that there be an early and open public process for determining the scope of issues in EIS
- ✦ The general public, interest group, affected Tribe, and government agencies are all encouraged to participate
- ✦ We are hoping to get comments on matters such as:
 - If you are an Amtrak passenger or Virginia Railway Express (VRE) commuter, what rail service improvements are critical to you (e.g., reliability, frequency)?
 - Are there any other environmental resource, parks or recreational facilities, neighborhood, or community facilities in the study area which you feel could be affected by the project?
- ✦ Following the scoping period we will prepare a report summarizing public and agency comments. This report will be available on the project website (www.longbridgeproject.com).



EXISTING LONG BRIDGE CONDITIONS

- ✦ Two-track t t truss railroad bridge owned by CSX Transportation (CSXT)
- ✦ Thr t tracks approaching the bridge from the north and south
- ✦ Constructed in 1904
- ✦ Contributing element to East and We t Potomac Parks Historic District
- ✦ Only freight railroad bridge connecting Virginia to the District of Columbia - next closest north-south crossing is at Harper Ferry, WV
- ✦ Serv t freight (CSXT), intercity passenger (Amtrak), and commuter rail (VRE)
- ✦ Serv t a total of 74 trains per day

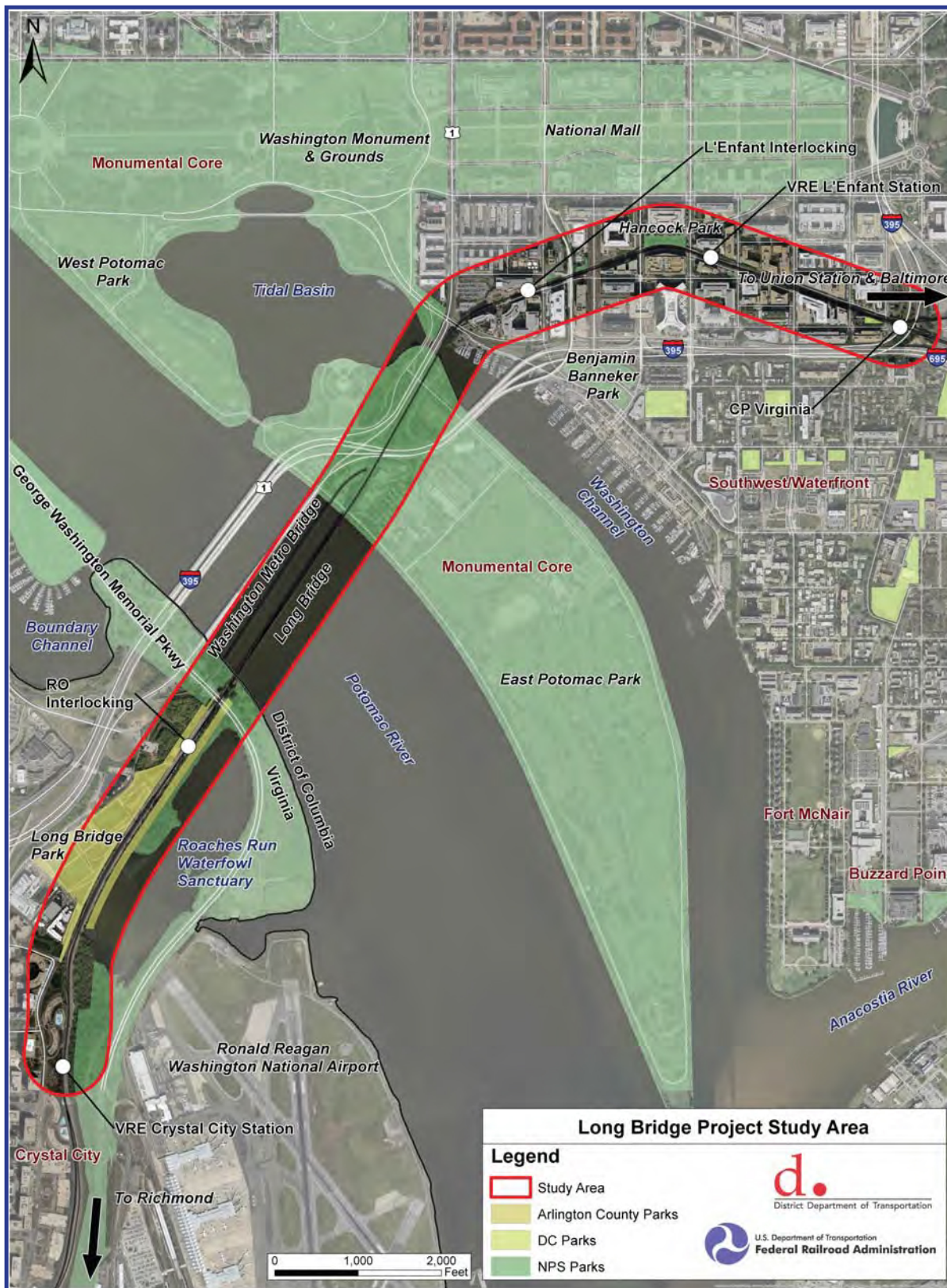


LONG BRIDGE PROJECT OVERVIEW

- ✦ The Long Bridge project consists of improvements to the Long Bridge and related railroad infrastructure from Virginia Railway Express Crystal City Station in Arlington, VA to Control Point Virginia interlocking near 3rd Street, SW in Washington, DC
- ✦ The project comprises of three phases and is funded by various FRA grants
- ✦ Phase I – 2015
 - Feasibility study of the rehabilitation or replacement of the bridge
 - Identify short-term and long-term multimodal needs
- ✦ Phase II – 2015 - 2016
 - Draft Purpose and Need Statement
 - Notice of Intent to prepare an EIS (published in Federal Register 8/26/2016)
 - Long-range service plan
 - Conceptual alternatives
 - Alternatives screening criteria
- ✦ Phase III – 2016 - 2019
 - Development of the EIS, including
 - Alternatives screening
 - Environmental impacts evaluation
 - Agency coordination
 - Public involvement
 - Documentation - Draft EIS, Final EIS, Record of Decision, and other supporting reports



EIS STUDY



DRAFT PROJECT PURPOSE AND NEED

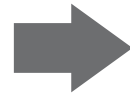
- ✦ The purpose of the Proposed Action is to address reliability and long-term railroad capacity issues in the Long Bridge corridor. The Proposed Action is needed to identify alternatives that would increase capacity to meet projected demand for passenger and freight rail services; improve operational efficiency and resiliency; and provide redundancy for this critical link in the local, regional, and national railroad network. The Proposed Action needs are described in more detail below:
- ✦ **Railroad Capacity**
 - Railroad capacity is the ability of the existing Long Bridge corridor to accommodate freight and passenger train
 - Existing Long Bridge will fail to meet the combined projected 2040 demands of commuter, intercity passenger, and freight markets
- ✦ **Resiliency**
 - Resiliency of a rail network is the ability to provide operational efficiency and reliability for train services during normal operation, as well as during periods of higher demand and/or unexpected operating conditions
 - Shared-use infrastructure within the Long Bridge Project study area limits the efficiency of commuter, intercity passenger, and freight service to operate efficiently within the corridor, creating a systemic bottleneck that results in conflicts and delay
- ✦ **Network Connectivity**
 - Existing bridge is a major chokepoint, which limits efficient network connectivity for the rail operators within the Long Bridge corridor, including CSXT, VRE, Amtrak, and potentially MARC, and the overall transportation network's ability to provide freight service along the eastern seaboard, as well as high-performance passenger rail service between major population centers
- ✦ **Redundancy**
 - Redundancy is the inclusion of additional components that are not necessary for railroad functionality, but are available in the event of a failure of other components
 - No reasonable detours exist to route rail traffic around the Long Bridge for maintenance or emergencies without extensive service delay

TRAIN OPERATOR	CURRENT # TRAINS/DAY	2040 # TRAINS/DAY	PERCENT INCREASE
CSXT	18	42	133%
Amtrak	24	44	83%
VRE	32	92	188%
MARC	0	8	—
Norfolk Southern	0	6	—

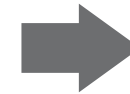
ON-TIME PERFORMANCE		
	CURRENT	2040
Amtrak	69%	16%
VRE	94%	48%

ALTERNATIVES DEVELOPMENT AND SCREENING

**PRELIMINARY
CONCEPT
SCREENING**



**RETAINED
ALTERNATIVES TO
BE ANALYZED
IN EIS**



**SELECT
PREFERRED
ALTERNATIVE**

- ✦ Preliminary concepts to address the issues at Long Bridge will first be screened by FRA and DDOT to determine those most reasonable based on criteria from the Purpose and Need and comments received during scoping period
- ✦ Potential Screening Criteria
 - Does the concept accommodate future railroad capacity needs?
 - Does the concept provide operational flexibility and operational reliability?
 - Is the concept consistent with Federal, State, Regional, and Local Plans? Does the concept improve connections for rail passengers and allow freight trains to access the freight rail network?
 - Does the concept provide redundant infrastructure to allow operations to continue during maintenance or an emergency?
- ✦ EIS will consider a range of alternatives to address the issues at Long Bridge, including a No Action Alternative to be used as a baseline against which the impacts of the proposed actions can be measured
- ✦ FRA and DDOT plan to identify Preferred Alternative in the Draft EIS

PRELIMINAR ONCEPTS

1	No Build
2	2-track Bridge (Replace)
3	3-track Crossing
3A	3-track Crossing with Bike-Pedestrian Path
3B	3-track Crossing with Streetcar
3C	3-track Crossing with General Purpose Vehicle Lanes
4	3-track tunnel
5	4-track Crossing
5A	4-track Crossing with Bike-Pedestrian Path
5B	4-track Crossing with Streetcar
5C	4-track Crossing with General Purpose Vehicle Lanes

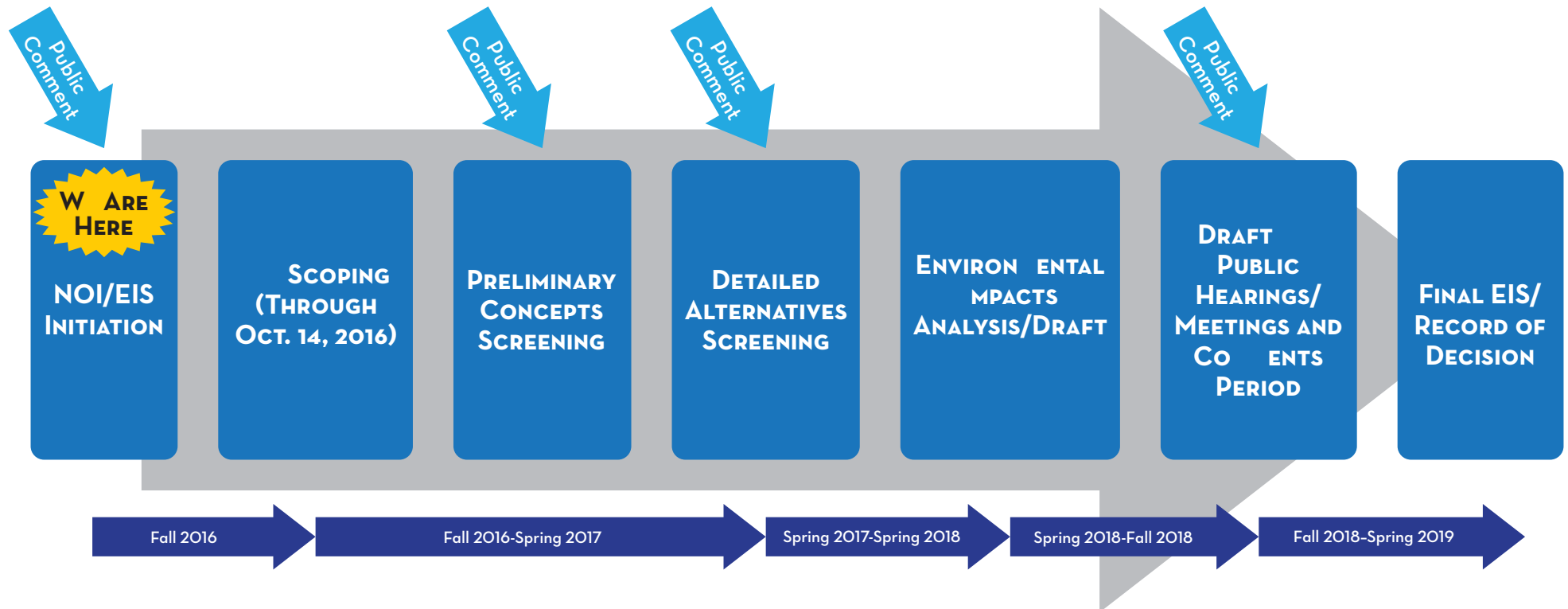
6	4-track tunnel
7	2-track Crossing; 2-track tunnel
8	5+ track Crossing and/or tunnel
8A	5+ track Crossing and/or tunnel with Bike-Pedestrian Path
8B	5+ track Crossing and/or tunnel with Streetcar
8C	5+ track Crossing and/or tunnel with General Purpose Vehicle Lanes
9	New Location

ENVIRONMENT CONSIDERATIONS

- ✦ Transportation
- ✦ Social and economic conditions
- ✦ Property acquisition
- ✦ Parks and recreational resources
- ✦ Visual and aesthetic resources
- ✦ Historic and archaeological resources
- ✦ Air quality
- ✦ Aquatic navigation
- ✦ Greenhouse gas emissions and resilience
- ✦ Noise and vibration
- ✦ Ecology (including wetlands, water and sediment quality, floodplains, and biological resources)
- ✦ Threatened and endangered species
- ✦ Hazardous waste and contaminated materials
- ✦ Environmental Justice



LONG BRIDGE MILESTONES



WE WANT TO HEAR FROM YOU!

The deadline for EIS scoping comments is October 14, 2016

Comments can be provided in any of the following ways:

- ✦ At this meeting
- ✦ Website: www.longbridgeproject.com
- ✦ mail: info@longbridgeproject.com
- ✦ Mail: Ms. Amanda Murphy, Environmental Protection Specialist
Office of Railroad Policy and Development
Federal Railroad Administration
1200 New Jersey Avenue, SE
(Mail Stop-20)
Washington, DC 20590





RELATED STUDIES AND PROJECTS



VIRGINIA AVENUE TUNNEL

The Virginia Avenue Tunnel currently has single track that accommodates one train at a time. The reconstruction will increase the tunnel width to install a second track and raise the height of the tunnel roof to make room for double-stack intermodal container trains.

WASHINGTON UNION STATION EXPANSION

The expansion and modernization of Washington Union Station (WUS) intends to provide a positive customer experience, integrate with the adjacent neighborhoods, support current and future rail service and operational needs, facilitate intermodal transportation, preserve and maintain the historic station and its features, sustain the economic viability of WUS, and support businesses, and planned development.

MARC GROWTH AND INVESTMENT PLAN

A multi-phased, multi-year plan to triple the capacity of MARC, Maryland's commuter rail system. The plan establishes a series of improvement milestones ranging from increasing peak and off-peak service, improving on-time-performance to 95% or better, station improvements, and procurement of new locomotives.



VRE SYSTEM PLAN 2040

This Plan has three phases: Phase 1 will pursue relatively low-cost investments in equipment, stations, and yard storage; Phase 2 will expand VRE peak period service, introduce new services, and relieve the key capacity bottlenecks on the VRE system, including the Long Bridge; and Phase 3 includes completing triple tracking between Alexandria and Spotsylvania, increasing peak and mid-day service, and creating opportunity for weekend service and VRE-MARC run-through service.



NEC FUTURE Tier I EIS

The NEC FUTURE is an investment program aimed at responding to future travel market trends and passenger service needs by implementing preferred alternative that intends to upgrade aging infrastructure and improve the reliability, capacity, connectivity, performance, and resiliency of service via the construction of new and improvement of old infrastructure, eliminating network chokepoints, rethinking train schedules and distances, and integrating new and existing services.



SOUTHEAST HIGH SPEED RAIL TIER I EIS

The Southeast High Speed Rail (SEHSR) is a passenger rail project that proposes to make high-speed passenger rail services available from Washington, DC to Atlanta, GA by building high-speed rail infrastructure between the two cities. The Tier I Study identified the preferred corridor for the Washington, DC to Charlotte, NC portion of the SEHSR.



DC TO RICHMOND SOUTHEAST HIGH SPEED RAIL TIER II EIS

The DC2RV study spans a 123-mile portion of the SEHSR Corridor that extends from Washington, DC to Richmond, VA. The study will evaluate proposed rail infrastructure and service improvement alternatives in the study corridor for environmental impacts with the goal of improving reliability, increasing service frequency, and increasing rail capacity.



ATLANTIC GATEWAY

The Atlantic Gateway is a \$1.4 billion partnership that focuses on the I-95 corridor between Washington DC and Fredericksburg, VA. Partially funded by a federal FASTLANE grant, the program utilizes innovative public/private partnership to leverage a suite of multi-modal improvements along one of the nation's busiest corridors.



district department of transportation

EXISTING LONG BRIDGE CONDITIONS

Long Bridge is a 2-track railroad bridge over the Potomac River. It is the only freight railroad bridge between the District of Columbia and Virginia. The next closest bridge is in Harpers Ferry, WV. The current bridge was built in 1904, and is owned and maintained by CSX Transportation. In addition to freight trains, the bridge is used by VRE and Amtrak.



EIS SCOPING PROCESS

Scoping is the first step in preparation of the EIS. We are hoping to get comments on matters such as:

- ✦ What rail service improvements are critical to you (e.g., reliability, frequency)?
- ✦ Are there any other environmental resources, parks or recreational facilities, neighborhoods, or community facilities in the study area which you feel could be affected by the project?

Following the scoping period we will prepare a report summarizing public and agency comments. This report will be available on the project website (www.longbridgeproject.com).

FUTURE PUBLIC COMMENT OPPORTUNITIES

Environmental Impact Statement (EIS) Scoping

August 26, 2016 - October 14, 2016

Preliminary Concepts and Detailed Alternatives Screening

Fall 2016 - Spring 2017

Draft EIS Available for Comment/Public Hearing

Summer 2018

Final EIS/Record of Decision

Spring 2019

CONTACT US

The deadline for EIS scoping comments is October 14, 2016

Comments can be provided any of the following ways:

- ✦ At this meeting
- ✦ Website: www.longbridgeproject.com
- ✦ Email: info@longbridgeproject.com
- ✦ Mail: Ms. Amanda Murphy
Environmental Protection Specialist
Office of Railroad Policy and Development
Federal Railroad Administration
1200 New Jersey Avenue, SE
(Mail Stop-20)
Washington, DC 20590



Environmental Impact Statement (EIS) Fact Sheet



SEPTEMBER 2016

STUDY AREA

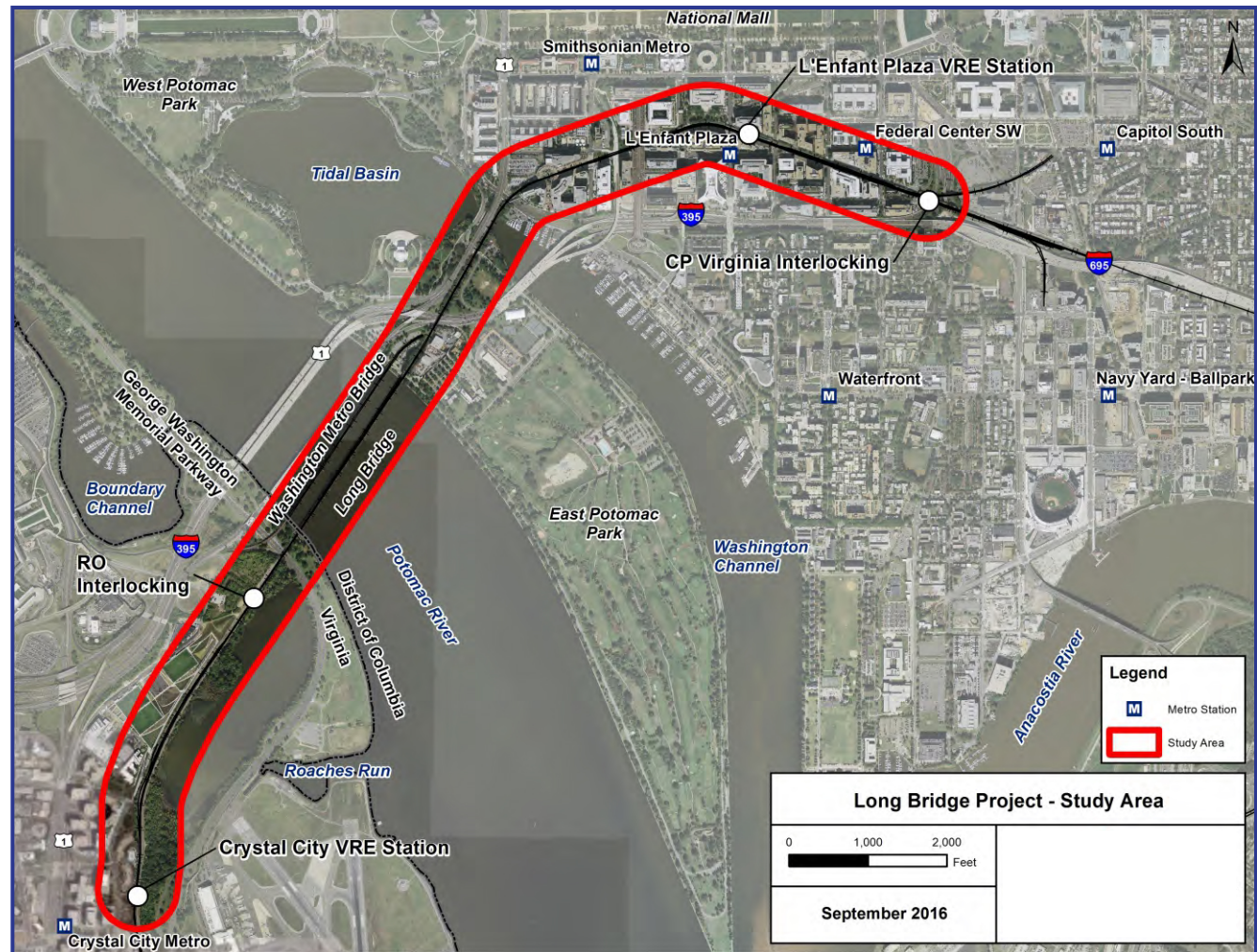
The EIS Study Area extends approximately 3.2 miles from the VRE Crystal City Station in Arlington, VA to Control Point Virginia located near 3rd Street, SW in Washington, DC. The Study Area includes park land; historic and cultural properties; the Potomac River; offices, hotels, and apartment buildings; transportation facilities; and numerous pedestrian and bicycle trails.



PURPOSE AND NEED

The number of trains using the bridge each day is expected to increase from 74 today to 192 in 2040. On-time performance for Amtrak is expected to drop from 69% today to 16% in 2040. For VRE, on-time performance is expected to drop from 94% to 48% in the same period.

The purpose of the project is to address reliability and long-term railroad capacity issues for the Long Bridge corridor. The project is needed to identify alternatives that would increase capacity to meet projected demand for passenger and freight rail services; improve operational flexibility and resiliency; and provide redundancy for this critical link in the local, regional, and national railroad network.



ENVIRONMENTAL CONSIDERATIONS

- ✦ Transportation
- ✦ Social and economic conditions
- ✦ Property acquisition
- ✦ Parks and recreational resources
- ✦ Visual and aesthetic resources
- ✦ Historic and archaeological resources
- ✦ Air quality
- ✦ Aquatic navigation
- ✦ Greenhouse gas emissions and resilience
- ✦ Noise and vibration
- ✦ Ecology (including wetlands, water and sediment quality, floodplains, and biological resources)
- ✦ Threatened and endangered species
- ✦ Hazardous waste and contaminated materials
- ✦ Environmental Justice

COMMUNITY MEETING #2
September 14, 2016
L'Enfant Plaza Club Room, Promenade Level
470 L'Enfant Plaza, SW
Washington, DC 20024
SIGN-IN SHEET

NAME	PHONE	COMMUTER/ NEIGHBOR/ PASSENGER /OTHER?	E-MAIL
Corinne Irwin			
William Irwin			
Elizabeth Turcell			
Brandon Flora			
Martha MacPhee			
Mary Ellen Kwang			
Matthew Zordich			
Lee Robbins			
Pedro CAPESTANY			
Tambo Prince			
Gretchen Koshura			
AXEL NITSCHKE			
Mark Berge			
My - Lea Coulombe-Quach			
Cody Christensen			
Mark Susi			
Arne DREYER			
KARL EDLER			
Dianes Jones			
VIC SIVKUSKIS			
Randall Myers			
Yvonne Thulwall			
Pamela Van Hine			



COMMUNITY MEETING #2

September 14, 2016

L'Enfant Plaza Club Room, Promenade Level

470 L'Enfant Plaza, SW

Washington, DC 20024

SIGN-IN SHEET

NAME	PHONE	COMMUTER/ NEIGHBOR/ PASSENGER (OTHER?)	E-MAIL
Liz Price			
ADY LITSKY			
Monte Edwards			
Steve Plano			
Desiree French			
ALAN SYLVESTER			
Shrayer Bhatnagar			
Danielle Held			
Eric Cas			
Jeremy Peterson			
Julia Jorgensen			
Rob Doolittle			
Lyle Czitelt			
MARLON SMOKER			
Brian McMan			
RAHUL DEY			
Kathleen Linehan			
Sue Goodfellow			
Brad Tucker			
Dino Drudi			
Garrett Hennigan			
Meredith Judy			
Jim Smarles			

September 14, 2016

470 L'Enfant Plaza, SW

Washington, DC 20024

SIGN-IN SHEET

[illegible]

Appendix D:

Agency Scoping Comments

Appendix D-1:

Agency Scoping Comments Matrix

Long Bridge Project EIS - Agency Scoping Comments

AUTHOR	COMMENT	TOPIC
DRPT	<p>[DRPT proposes] that DRPT be included in the study as a joint lead agency for the EIS. We believe the following facts indicate our permanent interests in the corridor, and serve as justification for DRPT's request to be elevated to a joint lead agency for this NEPA effort:</p> <ul style="list-style-type: none"> • Approximately 1.0 mile, or 33 percent of the study area, is located geographically within the Commonwealth of Virginia, and we expect to have significant input in the alignment located within our boundaries. • The Commonwealth has made a significant financial commitment to advance the six miles of fourth track that approaches the Long Bridge, which is partially included in the Long Bridge EIS study area, through a FASTLANE grant for the Atlantic Gateway project. • The Commonwealth is providing a portion of the local matching funds for the Long Bridge EIS; DRPT and CSX have committed to funding up to \$30 million of advanced engineering and final design for the full Long Bridge upon the completion of NEPA; and we expect to play a role in eventually funding the construction of the project. 	Agency Coordination
DRPT	Requested that FRA to consider Virginia Railway Express (VRE) as a joint lead agency for the Long Bridge EIS based on its long-term interest as a major user of the corridor.	Agency Coordination
DRPT	Requested that FRA consider making CSX a cooperating and/or participating agency as the owner of the existing right-of-way and the existing bridge.	Agency Coordination
VRE	Requested additional responsibility that will be spelled out in a forthcoming MOU with FRA.	Agency Coordination
NPS	Concern about project's potential to negatively affect NPS administered lands including: noise and vibration, ingress/egress to Hains Point, impacts to riparian areas and the river bottom, and cultural resources	Environmental Concerns
NPS	<p>Actions would require NPS decisions; therefore, NEPA compliance should meet policies of NPS DO-12 and NPS Compliance Handbook (2015)</p> <p>Requested better understanding of compliance pathway and NPS integration</p>	Agency Coordination
NPS	<p>Environmental Data Collection Report:</p> <ol style="list-style-type: none"> 1. Potomac Heritage National Scenic Trail (POHE) and the Washington-Rochambeau Revolutionary Route Historic Trail (W3R) should also be listed as Section 4(f) resources 2. Reference to Captain John Smith Chesapeake Historic Trail (CAJO) should also state," in project area (CAJO) follows the Potomac River and is accessed from the various sites supporting public access to the water." 3. The Star-Spangled Banner National Historic Trail (STSP) "trail also follows the Potomac River and is accessed from the various sites supporting public access to the water." 	Environmental Concerns
USCG	<ol style="list-style-type: none"> 1. Please find the attached Bridge Permit Application Guide to be used by the prospective/current bridge owner in the Coast Guard bridge permitting process. 2. Please review the guide and submit the following documents, inclusive of required supporting documentation, at the appropriate times as delineated in the guide: A - Bridge Project Initiation Request letter (See Section 2 . A.) - At project initiation B - Navigation Evaluation Report (See Appendix A) - Early in the project planning phase/pre-NEPA C - Coast Guard Bridge Permit Application (See Section 3.) - At least 180 days before permit is needed 3. Upon receipt of the Bridge Project Initiation Request letter, this office will assign a project officer for the bridge permitting project. The project officer will send a letter confirming Coast Guard participation as a cooperating agency within the NEPA process. 	Agency Coordination
USACE-Baltimore District	<p>This action has been assigned the number CENAB-OPR-M (CSX Transportation/Long Bridge Repairs, DC) 2016-00088.</p> <p>USACE will be a participating and cooperating agency in the preparation of the EIS so that a Corps permit decision can be rendered at the conclusion of the NEPA process. The draft EIS would serve as the USACE Section 404/10 permit application for the project. In this regard, we look forward to working with your agency as the document is developed to ensure that the information presented in the NEPA document is adequate to fulfill the requirements of USACE regulations, the Clean Water Act Section 404(b)(1) Guidelines, and the USACE public interest review process.</p>	Agency Coordination
USACE-Baltimore District	<p>USACE has reviewed and requests that the following topics be comprehensively evaluated in the EA:</p> <ol style="list-style-type: none"> 1) Purpose and need for the project. 	Purpose and Need
USACE-Baltimore District	<ol style="list-style-type: none"> 2) Alternatives analysis/Clean Water Act Section 404(b)(1) Guidelines. Based on the project purpose, the Corps will need to concur on the range of alternatives retained for detailed study in the EIS. The alternatives analysis should comprehensively evaluate the following: <ul style="list-style-type: none"> a. Alternative bridge and railroad improvement designs, locations and alignments. b. Plans for dredging, if necessary, including alternative dredge methods, plan configurations and depths c. Alternative dredge material disposal sites, recycle options, and treatment/reuse alternatives d. A complete description of the criteria used to identify, evaluate, and screen project alternatives 	Alternatives

Long Bridge Project EIS - Agency Scoping Comments

USACE-Baltimore District	<p>3) Methods to avoid and minimize impacts to waters of the U.S.</p> <p>a. Methods to minimize dredging and construction related turbidity</p> <p>b. Methods to minimize adverse effects to water quality</p> <p>c. Methods to minimize adverse effects to natural and cultural resources</p> <p>d. Reduction in project scope</p> <p>e. Reuse/upgrade of existing infrastructure</p>	Environmental Concerns - Water Resources
USACE-Baltimore District	<p>4) The decision to issue a permit will be based on an evaluation of the probable impacts, including cumulative impacts, of the proposed activity and its intended use on the public interest. Among the factors that must be evaluated as part of the USACE public interest review include: conservation, economics, aesthetics, general environmental concerns, wetlands and streams, historic and cultural resources, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shore erosion and accretion, recreation, water supply and conservation, energy needs, safety, food and fiber production, mineral needs, water quality, considerations of property ownership, air and noise impacts, and, in general, the needs and welfare of the people. Each of the Corps public interest factors that are relevant to this project must be evaluated comprehensively in the EIS.</p>	Environmental Concerns
USACE-Baltimore District	<p>5) Delineation of all waters of the U.S., including jurisdictional wetlands, in the project area. 6. Quantify impacts to waters of the U.S. (both temporary and permanent) to all waters of the U.S., including jurisdictional wetlands, for each project alternative. For waterways, include both the linear feet of waterway impacts (measured along the centerline of the waterway) and square feet of impact; for wetlands, include both square foot and acreage impacts; and for temporary wetland impacts, quantify any change in wetland classification (e.g., palustrine forested to palustrine emergent, etc.) and method of work to accomplish this change.</p>	Environmental Concerns - Waters of the U.S.
USACE-Baltimore District	<p>7) Cumulative and indirect impacts resulting from the project; 8) Environmental justice including compliance with the Executive Order 12898 on environmental justice; 9) Describe the disposal options for any excess fill material resulting from construction; 10) Submerged aquatic vegetation, wetland and waterway mitigation plans; 11) Analysis of the project's compliance with Section 7 of the Endangered Species Act, Section 106 of the National Historic Preservation Act, Section 401 of the Clean Water Act, and the Magnuson-Stevens Fishery Conservation and Management Act, as amended by the Sustainable Fisheries Act of 1996 (Public Law 04-267) [essential fish habitat (EFH) assessment]; 12) Chemical and physical analysis of the dredge material, a) Based on core samples of the chemical/physical composition of the sediment to be dredged, the method of dredging (e.g., mechanical, hydraulic), and the expected conditions in the waterway (e.g., tides, tidal surge, currents, circulation patterns, etc.), describe the maximum expected turbidity plume and any adverse environmental/water quality impacts, both upstream and downstream, and the expected time duration, resulting from the proposed dredging operation. In addition, describe the plans and methods to contain and/or otherwise minimize the potential detrimental effects of the dredging operation to the aquatic environment. This information will be required for the Essential Fish Habitat (EFH) coordination with the National Marine Fisheries Service (NMFS). We can assist you in preparing the EFH Assessment submission to NFMS; 13) Air quality impacts (i.e., Section 176(c) of the Clean Air Act General Conformity Rule Review); 14) Compliance with the Executive order on floodplains; 15) Address potential conflicts with the construction on shipping traffic and recreational/commercial boating and fishing activities in the Potomac River in the vicinity of the project area; 16) Address potential conflicts with Corps flood protection levees and their proposed improvements along the Potomac River in the vicinity of the project area; 17) Project review schedule and NEPA document preparation schedule.</p> <p><u>Other important milestones (e.g., public hearings, etc.) should be listed in the EIS.</u></p>	Environmental Concerns
USACE - Norfolk District	<ul style="list-style-type: none"> Declined cooperating agency invitation, concurred to be participating agency The project encompasses both USACE Norfolk and Baltimore District boundary's To avoid multiple USACE responses for this project to the extent possible, Baltimore District will be the lead internally within USACE Norfolk District wishes to participate in any interagency meetings and field reviews and requests regular coordination Should a Norfolk District permit application be submitted, Norfolk District requests to receive public comments and a transcript of public hearings Norfolk District authorizes FRA and DDOT to conduct Section 106 coordination on its behalf. Any Memorandum of Agreement prepared by FRA and DDOT under 36 CFR 800.6 should include: "WHEREAS, pursuant to Section 10 and/or Section 404 of the Clean Water Act, a Department of the Army permit will likely be required from the Corps of Engineers for this project, and the Corps has designated FRA and DDOT as the lead federal agencies to fulfill federal responsibilities under Section 106;" Norfolk District authorizes FRA and DDOT to conduct Section 7 coordination and MSA consultation on its' behalf 	Agency Coordination
USACE - Norfolk District	<p>Define the term reliability and explain how it relates to the other need elements. Consider incorporating the overall purpose and need statement verbiage from the last meeting agenda.</p>	Purpose and Need
USACE - Norfolk District	<p>Before developing alternatives, waters and wetlands should be identified and mapped, to be considered before developing a full range of alternatives</p>	Environmental Concerns - Water Resources
NCPC	<p>Recommended study consider, maintaining an unobstructed/attractive viewshed toward memorials and monuments on the National Mall, and along Maryland Avenue toward the US Capitol</p>	Environmental Concerns - Viewsheds

Long Bridge Project EIS - Agency Scoping Comments

NCPC	<p>Recommended the study consider:</p> <ol style="list-style-type: none"> 1. Provide for four tracks to accommodate freight and maximize commuter rail capacity to L'Enfant Station (the VRE Station at 7th Street) and Union Station; 2. Increase number and size of passenger platforms at L'Enfant Station for expanded VRE, MARC, and Amtrak service 3. Maximize pedestrian and bicycle use and connectivity in a manner that ensures pedestrian access between transit modes 4. Protect and promote reestablishment of the historic L'Enfant Plan street grid, allowing vehicular connectivity to distribute traffic between Independence and Maine Avenues 5. Depress train tracks to deck the rail line between 9th and 15th Streets, SW to re-establish and support the design and development of the Maryland Avenue corridor 6. Enhance intermodal connections by considering ways in which modes of transportation will operate and travel along Maryland Avenue corridor between 4th and 15th Streets 	Alternatives
FAA	The Federal Aviation Administration (FAA) does not anticipate that the Long Bridge Project will impact air safety or efficient use of the navigable airspace around Ronald Reagan Washington National Airport; however, the proximity and unknown height of project elements, including construction equipment, mandate that FAA form 7460-1, Notice of Proposed Construction or Alteration must be filed with the FAA as required by Title 14 of the Code of Federal Regulations (14 CFR) Part 77.9. Notice should be filed using the FAA's Obstruction Evaluation / Airport Airspace Analysis (OE/AAA) web portal at www.oaaaa.faa.gov [https://oaaaa.faa.gov is correct]	Agency Coordination
DC-SHPO	Long Bridge is a contributing element of East and West Potomac Park Historic District and is, therefore, a "historic property" for purposes of Section 106. Many other historic properties located within the Project Area may also be affected directly or indirectly by the Project.	Environmental Concerns - Historic Resources/Section 106
DC-SHPO	<p>LIST OF ADDITIONAL POTENTIAL CONSULTING PARTIES</p> <p>Advisory Neighborhood Commission (ANC) 2A</p> <p>Advisory Neighborhood Commission (ANC) 6D</p> <p>Army Corps of Engineers</p> <p>Businesses/Entities along the Maryland/Virginia Avenues RR Corridor</p> <p>DC Department of Energy and Environment</p> <p>DC Department of Parks and Recreation</p> <p>Department of Treasury, Bureau of Engraving and Printing</p> <p>Federal Aviation Administration</p> <p>Federal Highway Administration</p> <p>Mandarin Hotel</p> <p>MARC Commuter Rail</p> <p>National Coalition to Save Our Mall</p> <p>National Park Service, George Washington Memorial Parkway</p> <p>National Trust for Historic Preservation</p> <p>U.S. Coast Guard</p> <p>U.S. Department of Housing and Urban Development</p> <p>Union Station Redevelopment Corporation</p>	Environmental Concerns - Historic Resources/Section 106
DC Water	<ul style="list-style-type: none"> • Potomac Force Mains - parallel 6-foot and 8-foot diameter pipelines run parallel along the western shoreline of East and West Potomac Park through the Study Area (Figure 1 of comment) • Additional DC Water infrastructure present throughout Study Area • EIS should consider access for inspection, repair, and replacement 	Environmental Concerns - Socio-economic Resources (Utility Infrastructure)
DC Water	Coordinate with Mark Babbitt, Supervisor, Interagency Planning and Permitting, at mark.babbitt@dcwater.com or 202.787.2534.	Agency Coordination
DC Water	Combined Sewer System Long Term Control Plan (LTCP), also known as the DC Clean Rivers Project, includes the Potomac River Tunnel (PRT) Project, currently in planning. DC Water, as co-lead agency with NPS is currently preparing an EIS for this project. Alternatives including tunnels considered by the Long Bridge EIS should be coordinated with DC Water.	Environmental Concerns - Socio-economic Resources (Utility Infrastructure)
VMRC	[B]ased on a desktop review of the information provided, it appears that no permit will be required from the Marine Resources Commission, or any work in the Potomac River at this location. However, should there be any impacts to tidal wetlands or to streams located in Virginia, a permit may be required from our agency. The Joint Permit Application should be completed and submitted to our agency for review and permitting decisions.	Agency Coordination
VDHR	<p>We also understand that the Federal Railroad Administration(FRA) will coordinate Section 106 with the preparation of an Environmental Impact Statement (EIS) in a manner consistent with the regulations implementing the Section 106 process at 36 CFR Part 800.8.</p> <p>We appreciate receiving the list of potential consulting parties that FRA has identified. We encourage you to include the George Washington Memorial Parkway as a consulting party in addition to the National Mall and Memorial Parks. We also encourage you to consider consultation with Indian tribes with an interest in Northern Virginia, as prehistoric sites and potentially human remains may be identified during the archaeological surveys associated with this project. The Catawba Indian Nation includes Arlington and Fairfax Counties as an area of interest in Virginia. Both the Delaware Nation and the Delaware Tribe of Indians are actively consulting on several projects in Virginia and have indicated the entire state is an area of interest. Finally, as you are aware, Virginia now has its first resident federally recognized tribe, the Pamunkey Tribe.</p>	Agency Coordination

Long Bridge Project EIS - Agency Scoping Comments

VDEQ	<p>Land Protection Division – The project manager is reminded that if any solid or hazardous waste is generated/encountered during construction, FRA and DDOT would follow applicable federal, state, and county regulations for their disposal.</p> <p>Air Compliance/Permitting - The project manager is reminded that during the construction phases that occur with this project; the project is subject to the Fugitive Dust/Fugitive Emissions Rule 9 VAC 5-50-60 through 9 VAC 5-50-120. In addition, should the project install fuel burning equipment (Boilers, Generators, Compressors, etc...), or any other air pollution emitting equipment, the project may be subject to 9 VAC 5-80, Article 6, Permits for New and Modified sources and as such the project manager should contact the Air Permit Manager DEQ-NRO prior to installation or construction, and operation, of fuel burning or other air pollution emitting equipment for a permitting determination. Lastly, should any open burning or use of special incineration devices be employed in the disposal of land clearing debris during demolition and construction, the operation would be subject to the Open Burning Regulation 9 VAC 5-130-10 through 9 VAC 5-130-60 and 9 VAC 5-130-100.</p> <p>Virginia Water Protection Permit (VWPP) Program – The project manager is reminded that a VWP permit from DEQ may be required should impacts to surface waters be necessary. DEQ VWP staff recommends that the avoidance and minimization of surface water impacts to the maximum extent practicable as well as coordination with the US Army Corps of Engineers. Upon receipt of a Joint Permit Application for the proposed surface water impacts, DEQ VWP Permit staff will review the proposed project in accordance with the VWP permit program regulations and current VWP permit program guidance.</p> <p>Water Permitting/VPDES Program/Stormwater - The project manager is reminded to follow all applicable regulations related to stormwater management and erosion and sediment controls.</p>	Agency Coordination
MWAA	<p>On behalf of the Metropolitan Washington Airports Authority, I would like to provide you with the attached figure showing maximum allowed heights for the proposed Long Bridge Project based on airport critical surfaces. These heights are preliminary and are for planning purposes only. Additional coordination with the Federal Aviation Administration (including submittal of a Form 7460 – Notice of Proposed Construction or Alteration) would likely be required.</p>	Agency Coordination

Appendix D-2:

Agency Scoping Letters

From: [Henry Kay](#)
To: [Alexis Morris](#)
Subject: Fwd: DRPT Cooperating Agency Acceptance
Date: Tuesday, January 10, 2017 5:21:26 PM

Begin forwarded message:

From: "Murphy, Amanda (FRA)" <amanda.murphy2@dot.gov>
Date: January 10, 2017 at 5:12:44 PM EST
To: Henry Kay <hkay@rkk.com>
Cc: "Burg, Frances" <frances.burg@dot.gov>, "Decker, Bradley [USA]" <Decker_Bradley@bah.com>, "Aviles, Maria de la Paz [USA]" <aviles_maria@bah.com>
Subject: FW: DRPT Cooperating Agency Acceptance

From: Selleck, Randy (DRPT) [<mailto:Randy.Selleck@drpt.virginia.gov>]
Sent: Tuesday, January 10, 2017 5:11 PM
To: Murphy, Amanda (FRA)
Cc: anna.chamberlin@dc.gov; Stock, Emily (DRPT); Burrus, Pete (DRPT)
Subject: RE: DRPT Cooperating Agency Acceptance

Amanda,

DRPT accepts Cooperating Agency status on the Long Bridge EIS. This email will serve as official notice until the Long Bridge MOU between DRPT, VRE and FRA is executed.

Many thanks,

Randy Selleck, AICP

Rail Planning Project Manager
Virginia Department of Rail and Public Transportation
600 E. Main Street, Suite 2102
Richmond, VA 23219
Office: 804-591-4442
Cell: 804-316-8462





COMMONWEALTH of VIRGINIA

Jennifer L. Mitchell
Director

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
600 EAST MAIN STREET, SUITE 2102
RICHMOND, VA 23219-2416

(804) 786-4440
FAX (804) 225-3752
Virginia Relay Center
800-828-1120 (TDD)

September 1, 2016

Mr. Michael Johnsen
Acting Chief, Environmental Division
Federal Railroad Administration
1200 New Jersey Ave SE
Washington DC 20590

Mr. Johnsen,

DRPT has received your letter dated August 15, 2016 in which FRA has invited DRPT to participate in the Long Bridge Environmental Impact Statement (EIS) as a participating and/or cooperating agency. In response, we propose instead that DRPT be included in the study as a joint lead agency for the EIS. We believe the following facts indicate our permanent interests in the corridor, and serve as justification for DRPT's request to be elevated to a joint lead agency for this NEPA effort:

- Approximately 1.0 mile, or 33 percent of the study area, is located geographically within the Commonwealth of Virginia, and we expect to have significant input in the alignment located within our boundaries.
- The Commonwealth has made a significant financial commitment to advance the six miles of fourth track that approaches the Long Bridge, which is partially included in the Long Bridge EIS study area, through a FASTLANE grant for the Atlantic Gateway project.
- The Commonwealth is providing a portion of the local matching funds for the Long Bridge EIS; DRPT and CSX have committed to funding up to \$30 million of advanced engineering and final design for the full Long Bridge upon the completion of NEPA; and we expect to play a role in eventually funding the construction of the project.

The Commonwealth's FASTLANE grant application for the Atlantic Gateway program of projects includes critical tasks that hinge on the timing and results of the Long Bridge EIS. Additionally, the DC2RVA Tier 2 EIS will supply the 30% design in mid-2017 for the six miles

of additional fourth track tying into the southern terminus of the Long Bridge. Design for the fourth main line leading to Long Bridge will also fall within the responsibility and jurisdiction of the Commonwealth. A stipulation of the FASTLANE grant funds is that they must be obligated by September 30, 2019, and construction must be completed by March 2021. Because of these obligations, DRPT has a significant responsibility to ensure that the NEPA work for the Long Bridge study is advancing and that decisions are made on an expedient basis.

DRPT has successfully lead NEPA efforts for other projects, and has a firm history working with the FRA and other agencies to execute EISs. For example, DRPT served as a joint lead agency with the North Carolina Department of Transportation for the Phase 2 EIS of our Richmond-to-Raleigh (R2R) study, as well as the Tier 1 EIS for high speed rail between Charlotte and Washington, DC. These partnerships with North Carolina and FRA were critical to performing the NEPA study while also planning both states' long-term needs for passenger and commuter rail. Partnering with DDOT as a joint lead agency for the Long Bridge EIS should prove no different.

In order to advance the network of projects and preserve the significant investments made in this area, it is critical that DRPT serve as a state co-lead with DDOT. We further urge FRA to consider Virginia Railway Express (VRE) as a joint lead agency for the Long Bridge EIS based on its long-term interest as a major user of the corridor. Finally, we request that FRA consider making CSX a cooperating and/or participating agency as the owner of the existing right-of-way and the existing bridge. We believe that the example set by the Virginia Avenue Tunnel EIS, in which CSX served as the project sponsor and lead preparer of the EIS with FHWA, demonstrates that CSX can and should play a substantive role in the Long Bridge EIS.

We look forward to discussing this further with you at any time.

Sincerely,

A handwritten signature in black ink, appearing to read "Pete Burrus", with a stylized, cursive script.

Pete Burrus
Chief of Rail

Long Bridge Project EIS

I **CONCUR** our agency's role as a cooperating agency ^{*} for the Long Bridge EIS:

Oscar J. Gonzalez

Point of Contact Name (Print or Type)

Virginia Railway Express

Agency

Oscar J. Gonzalez

Signature

Project Manager

Title

ogonzalez@VRE.org 703-838-9325

Email/Phone No.

10/7/16

Date

*and also with the additional responsibilities that will be spelled out in forthcoming MAU with FRA.

OR: I DECLINE our agency's role as a cooperating agency and **CONCUR** our agency's role as a participating agency for the Long Bridge EIS:

Name (Print or Type)

Title

Agency

Email or Phone No.

Signature

Date

OR: I DECLINE our agency's role as a participating agency for the Long Bridge EIS. NOTE: pursuant to 23 U.S.C. 139, any agency that chooses to decline an invitation to be a participating agency must affirm ALL of the following:

____ Our agency has no jurisdiction or authority with respect to the Proposed Action; no expertise or information relevant to the Proposed Action; and does not intend to submit comments on the Proposed Action.

Name (Print or Type)

Title

Agency

Email or Phone No.

Signature

Date

Please return a response by September 13, 2016 to:

Email: info@longbridgeproject.com

Mail: Ms. Amanda Murphy
Environmental Protection Specialist
USDOT FRA
Office of Railroad Policy and Development
1200 New Jersey Avenue SE., MS-20
Washington, DC 20590

From: [Henry Kay](#)
To: [Alexis Morris](#); [Eric Almquist](#)
Subject: FW: Long Bridge NPS Scoping Comments
Date: Thursday, October 13, 2016 3:35:05 PM
Attachments: [How to UNZIP.html](#)
[SecureZIP Attachments.zip](#)

From: amanda.murphy2@dot.gov [mailto:amanda.murphy2@dot.gov]
Sent: Thursday, October 13, 2016 2:19 PM
To: Henry Kay <hkay@rkk.com>; anna.chamberlin@dc.gov
Cc: Decker_Bradley@bah.com; aviles_maria@bah.com; shreyas.bhatnagar@dot.gov
Subject: FW: Long Bridge NPS Scoping Comments

From: Gorder, Joel [mailto:joel_gorder@nps.gov]
Sent: Thursday, October 13, 2016 2:17 PM
To: Murphy, Amanda (FRA)
Cc: Catherine Dewey; Simone Monteleone; Tammy Stidham
Subject: Long Bridge NPS Scoping Comments

Ms. Murphy,
Please find attached NPS's initial scoping comments on the proposed Long Bridge Project. We look forward to continued coordination with you and your team on this planning process. If you have any questions, please do not hesitate to either give myself or Tammy Stidham, Chief of Planning/Compliance/GIS, a call. Tammy can be reached at tammy_stidham@nps.gov, 202.619.7474. We will be also sending along a hard copy of this letter, which you should receive early next week.

We appreciated the opportunity to participate in this planning effort. Take care.

--

Joel Gorder
Regional Environmental Coordinator
National Capital Region, National Park Service
1100 Ohio Drive Southwest
Washington, DC 20242
Joel_Gorder@nps.gov
202.619.7405 (office)
202.870.0877 (cell)
202.401.0017 (fax)



United States Department of the Interior

NATIONAL PARK SERVICE
National Capital Region
1100 Ohio Drive, S.W.
Washington, D.C. 20242

IN REPLY REFER TO:

1.B (NCR-GWMP)

October 13, 2016

Amanda Murphy, Environmental
Protection Specialist, Office of Railroad
Policy and Development, Federal Railroad Administration,
1200 New Jersey Avenue SE, (Mail Stop-20),
Washington, D.C. 20590;
amanda.murphy2@dot.gov

Dear Ms. Murphy:

This letter provides the National Park Service's (NPS) initial scoping comments on the proposed rehabilitation or replacement of the Long Bridge, over the Potomac River. The NPS understands that The District Department of Transportation (DDOT), in coordination with the Federal Railroad Administration (FRA) are undertaking this proposal for the purpose of addressing reliability and long-term railroad capacity issues in the Long Bridge corridor. The 3.2-mile study area begins in Arlington, Virginia and extends northeast, along the existing rail alignment in the District of Columbia, east of L'Enfant. The existing two-track railroad bridge, owned by CSX Transportation (CSXT), serves freight (CSXT), intercity passenger (Amtrak) and commuter rail (Virginia Railway Express [VRE]).

Due to the proximity of this project area to several NPS administered properties (including: the George Washington Memorial Parkway (GWMP), the National Mall and Memorial Parks (NAMA), Captain John Smith Chesapeake National Historic Trail (CAJO), the Star-Spangled Banner National Historic Trail (STSP), Potomac Heritage National Scenic Trail (POHE), and the Washington-Rochambeau Revolutionary Route National Historic Trail (W3R)), the NPS is officially serving as a cooperating agency, as well as a consulting party for the National Historic Preservation Act Section 106 (Section 106) consultation process. We appreciate being given the opportunity to provide the following comments and questions during this initial scoping process:

- The NPS has an overall general concern about the overall potential for this project to negatively affect NPS administered lands, such as increased noise and vibrations, ingress and egress to Hains Point, impacts to riparian areas and the river bottom, and overall impacts to the cultural resources associated with these parklands.
- Actions that would require an NPS decision to be made (i.e., issuance of special use permit, transfer of jurisdiction, right-of-way permit.) will require that the compliance for this project be done in a manner that is easily adoptable by the NPS (43 CFR 46.120). To ensure this, the NEPA compliance done for this planning process should be done in a manner that meets the policies set forth in the NPS's Director's Order 12, Conservation Planning, Environmental Impact Analysis and Decision-Making, and accompanying

Handbook, which sets forth the policy and procedures by which the NPS complies with NEPA.

- The NPS would like a better understanding of how the current compliance pathway is laid out, and how NPS will be integrated into that process.
- The CAJO, managed by the Chesapeake Bay Office of the National Park Service, has identified trail resources within close proximity to the proposed project location. The 2015 Final Report includes CAJO and the STSP as resources in Chapter 7 referenced as resources, jurisdiction and uses/facilities. However, the report does not include POHE or W3R in the resource list. These additional national trails should be added to the document and considered resources for inclusion in the study. POHE and W3R should also be listed as Section 4(f) resources in Chapter 7.
- Additionally, the report notes that CAJO is “still developing”. While this may be true the reference to CAJO should also state “in project area, the Captain John Smith Chesapeake National Historic Trail follows the Potomac River and is accessed from the various sites supporting public access to the water.” The report also notes that STSP “in project area, trail follows George Washington Memorial Parkway.”. This is not completely accurate and should include reference that “the trail also follows the Potomac River and is accessed from the various sites supporting public access to the water.”

We appreciate the opportunity to provide these comments and look forward to your continued consultation and coordination as this planning process moves forward. For future coordination, please feel free to contact me by telephone at (202) 619-7474 or via email at tammy_stidham@nps.gov.

Sincerely,



Tammy Stidham
Chief, Planning, Compliance & GIS
National Capital Region
National Park Service

From: [Henry Kay](#)
To: [Alexis Morris](#)
Subject: FW: Cooperating Agency Request - Long Bridge EIS
Date: Wednesday, November 09, 2016 4:20:48 PM
Attachments: [BPAG COMDTPUB P16591 3D 19 July 2016.pdf](#)
Importance: High

-----Original Message-----

From: Pitts, Hal R CIV [<mailto:Hal.R.Pitts@uscg.mil>]
Sent: Wednesday, November 09, 2016 3:25 PM
To: Henry Kay <hkay@rkk.com>
Cc: amanda.murphy2 (amanda.murphy2@dot.gov) <amanda.murphy2@dot.gov>
Subject: RE: Cooperating Agency Request - Long Bridge EIS
Importance: High

Mr. Kay,

1. Please find the attached Bridge Permit Application Guide to be used by the prospective/current bridge owner in the Coast Guard bridge permitting process.

2. Please review the guide and submit the following documents, inclusive of required supporting documentation, at the appropriate times as delineated in the guide:

A - Bridge Project Initiation Request letter (See Section 2 . A.) - At project initiation

B - Navigation Evaluation Report (See Appendix A) - Early in the project planning phase/pre-NEPA

C - Coast Guard Bridge Permit Application (See Section 3.) - At least 180 days before permit is needed

3. Upon receipt of the Bridge Project Initiation Request letter, this office will assign a project officer for the bridge permitting project. The project officer will send a letter confirming Coast Guard participation as a cooperating agency within the NEPA process.

4. Please contact me with any questions.

Very Respectfully,

Mr. Hal R. Pitts
Chief, Bridge Branch
Fifth Coast Guard District
431 Crawford Street
Portsmouth, VA 23704
(757) 398-6222

-----Original Message-----

From: Henry Kay [<mailto:hkay@rkk.com>]
Sent: Wednesday, November 02, 2016 9:11 AM
To: Pitts, Hal R CIV

Cc: amanda.murphy2 (amanda.murphy2@dot.gov)
Subject: [Non-DoD Source] FW: Cooperating Agency Request - Long Bridge EIS
Importance: High

Commander Pitts, I am following up on my earlier request made on behalf of FRA, the lead federal agency for the Long Bridge EIS, for a USCG point of contact. Could you let me know if you are the correct point of contact or refer me to the appropriate person? Thanks for your assistance.

From: Henry Kay
Sent: Monday, October 17, 2016 4:50 PM
To: 'Hal.R.Pitts@uscg.mil' <Hal.R.Pitts@uscg.mil>
Cc: amanda.murphy2 (amanda.murphy2@dot.gov) <amanda.murphy2@dot.gov>
Subject: FW: Cooperating Agency Request - Long Bridge EIS
Importance: High

Mr. Pitts, thanks for returning my call about USCG's role in the Long Bridge Project. I am contacting you on behalf of Amanda Murphy of the Federal Railroad Administration. FRA is the lead agency for the EIS. Our original outreach to RADM Metruck and Jessica Shea are noted below. One of the attached documents is a letter to RADM Metruck. The final page is a form that allows you to confirm USCG's role as a Cooperating or Participating agency that we hope you are able to complete and return. Thanks for your assistance.

HENRY M. KAY
Director, Rail/Transit

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Washington, DC 20003

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RESPONSIVE PEOPLE | CREATIVE SOLUTIONS

From: amanda.murphy2@dot.gov [<mailto:amanda.murphy2@dot.gov>]
Sent: Thursday, September 22, 2016 2:30 PM
To: Jessica.c.shea2@uscg.mil
Cc: anna.chamberlin@dc.gov; Henry Kay <hkay@rkk.com>
Subject: Cooperating Agency Request - Long Bridge EIS
Importance: High

Hello,

The Federal Railroad Administration (FRA) and DC Department of Transportation (DDOT) are preparing an EIS for the proposed improvements to the Long Bridge corridor. The rail bridge (owned by CSX) crosses the Potomac River between Washington, DC and Arlington, VA. FRA has identified USCG as a potential cooperating agency.

We have sent several email and mail communications to USCG since August 15; however I recently found out that we were reaching out to RADM Stephen Metruck and he may have retired. We apologize for this error. At the Interagency Scoping Meeting on September 14th, another agency suggested you may be the appropriate POC at USCG. If you are not the correct POC, if you could provide me with the appropriate person's contact information I would greatly appreciate it.

Attached for USCG review:

- . Hard copy letter that was sent to RADM Metruck on 8/15
- . Preliminary environmental data collection survey emailed to RADM Metruck on 9/9
- . Draft purpose and need statement emailed to RADM Metruck on 9/9
- . Interagency Scoping Meeting presentation emailed to you on 9/15

FRA invites USCG to be a Cooperating and/or Participating Agency for the Long Bridge Project EIS, and requests a confirmation or decline (see attached letter). Also please note we extended the scoping period to October 14th, and welcome USCG's comments on any of the attached materials through that date.

Thank you very much! We look forward to working with you cooperatively on this project. Please let me know if you have any questions or concerns.

Amanda Murphy

Environmental Protection Specialist

U.S. Department of Transportation

Federal Railroad Administration

Office of Railroad Policy and Development

1200 New Jersey Avenue, SE

Washington, DC 20590

202-493-0624 (Office)

*Please note email: Amanda.Murphy2@dot.gov <<mailto:Amanda.Murphy2@dot.gov>>

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EEMSG Message:

The following attached file was dropped from the original message because it violated the executable file attachment policy:

How to UNZIP.html, SecureZIP Attachments.zip



DEPARTMENT OF THE ARMY
BALTIMORE DISTRICT, CORPS OF ENGINEERS
ATTN: REGULATORY BRANCH
10 S. HOWARD STREET
BALTIMORE, MD 21201

DEC 09 2016

Operations Division

Ms. Amanda Murphy
Environmental Protection Specialist
Office of Railroad Policy and Development
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Ms. Murphy:

This is in response to the Federal Railroad Administration (FRA) August 15, 2016, letter requesting participating and cooperating agency status in the preparation of an Environmental Impact Statement in accordance with the National Environmental Policy Act (NEPA) for the proposed improvements to the Long Bridge and related railroad infrastructure in the District of Columbia and Virginia. This action has been assigned the number CENAB-OPR-M (CSX Transportation/Long Bridge Repairs, DC) 2016-00088.

The U.S. Army Corps of Engineers, Baltimore District (Corps) will be a participating and cooperating agency in the preparation of the environmental impact statement (EIS) for the project so that a Corps permit decision can be rendered at the conclusion of the NEPA process. The draft EIS when issued later in the NEPA process, would serve as the Department of the Army Section 404/10 permit application for the project. In this regard, we look forward to working with your agency as the document is developed to ensure that the information presented in the NEPA document is adequate to fulfill the requirements of Corps regulations, the Clean Water Act Section 404(b)(1) Guidelines, and the Corps public interest review process.

The Corps has reviewed and requests that the following topics be comprehensively evaluated in the EA:

1. Purpose and need for the project.
2. Alternatives analysis/Clean Water Act Section 404(b)(1) Guidelines.
Based on the project purpose, the Corps will need to concur on the range of alternatives retained for detailed study in the EIS. The alternatives analysis should comprehensively evaluate the following:


- a. Alternative bridge and railroad improvement designs, locations and alignments.
 - b. Plans for dredging, if necessary, including alternative dredge methods, plan configurations and depths
 - c. Alternative dredge material disposal sites, recycle options, and treatment/reuse alternatives
 - d. A complete description of the criteria used to identify, evaluate, and screen project alternatives
3. Methods to avoid and minimize impacts to waters of the U.S.
 - a. Methods to minimize dredging and construction related turbidity
 - b. Methods to minimize adverse effects to water quality
 - c. Methods to minimize adverse effects to natural and cultural resources
 - d. Reduction in project scope
 - e. Reuse/upgrade of existing infrastructure
4. Corps public interest review factors. The decision to issue a permit will be based on an evaluation of the probable impacts, including cumulative impacts, of the proposed activity and its intended use on the public interest. Among the factors that must be evaluated as part of the Corps public interest review include: conservation, economics, aesthetics, general environmental concerns, wetlands and streams, historic and cultural resources, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shore erosion and accretion, recreation, water supply and conservation, energy needs, safety, food and fiber production, mineral needs, water quality, considerations of property ownership, air and noise impacts, and, in general, the needs and welfare of the people. Each of the Corps public interest factors that are relevant to this project must be evaluated comprehensively in the EIS.
5. Delineation of all waters of the U.S., including jurisdictional wetlands, in the project area.
6. Quantify impacts to waters of the U.S. (both temporary and permanent) to all waters of the U.S., including jurisdictional wetlands, for each project alternative. For waterways, include both the linear feet of waterway impacts (measured along the centerline of the waterway) and square feet of impact; for wetlands, include both square foot and acreage impacts; and for temporary wetland impacts, quantify any change in wetland classification (e.g., palustrine forested to palustrine emergent, etc.) and method of work to accomplish this change.
7. Cumulative and indirect impacts resulting from the project.

8. Environmental justice including compliance with the Executive Order 12898 on environmental justice.
9. Describe the disposal options for any excess fill material resulting from construction.
10. Submerged aquatic vegetation, wetland and waterway mitigation plans.
11. Analysis of the project's compliance with Section 7 of the Endangered Species Act, Section 106 of the National Historic Preservation Act, Section 401 of the Clean Water Act, and the Magnuson-Stevens Fishery Conservation and Management Act, as amended by the Sustainable Fisheries Act of 1996 (Public Law 04-267) [essential fish habitat (EFH) assessment].
12. Chemical and physical analysis of the dredge material.
 - a. Based on core samples of the chemical/physical composition of the sediment to be dredged, the method of dredging (e.g., mechanical, hydraulic), and the expected conditions in the waterway (e.g., tides, tidal surge, currents, circulation patterns, etc.), describe the maximum expected turbidity plume and any adverse environmental/water quality impacts, both upstream and downstream, and the expected time duration, resulting from the proposed dredging operation. In addition, describe the plans and methods to contain and/or otherwise minimize the potential detrimental effects of the dredging operation to the aquatic environment. This information will be required for the Essential Fish Habitat (EFH) coordination with the National Marine Fisheries Service (NMFS). We can assist you in preparing the EFH Assessment submission to NFMS.
13. Air quality impacts (i.e., Section 176(c) of the Clean Air Act General Conformity Rule Review).
14. Compliance with the Executive order on floodplains.
15. Address potential conflicts with the construction on shipping traffic and recreational/commercial boating and fishing activities in the Potomac River in the vicinity of the project area.
16. Address potential conflicts with Corps flood protection levees and their proposed improvements along the Potomac River in the vicinity of the project area.

17. Project review schedule and NEPA document preparation schedule.
Other important milestones (e.g., public hearings, etc.) should be listed in the EIS.

We look forward to working with your agency as the EIS is developed and the review of the project proceeds. A copy of this letter is being sent to the District of Columbia Department of Energy and Environment, the Virginia Department of Environmental Quality and the U.S. Coast Guard. If you have any questions concerning this matter, please contact Mr. Steven Harman at (410) 962-6082.

Sincerely,

A handwritten signature in black ink, appearing to read "Kathy B. Anderson". The signature is fluid and cursive, with the first name "Kathy" being more prominent.

Kathy B. Anderson
Chief, Maryland Section Southern

The Proposed Action

The Proposed Action consists of improvements to the Long Bridge and related railroad infrastructure located between Virginia Railway Express (VRE) Crystal City Station in Arlington, VA and Control Point (CP) Virginia in Washington, DC.

Environmental Impact Statement (EIS) Study Area

The Long Bridge, constructed in 1904, is a two-track rail bridge located within the Washington Monumental Core. The EIS Study Area (also referred to as the Long Bridge corridor) extends approximately 3.2 miles from the VRE Crystal City Station in Arlington, Virginia to CP Virginia located near 3rd Street, SW in Washington, DC. The Study Area includes federal park land managed by the National Park Service; historic and cultural properties; the Potomac River; offices, hotels, and apartment buildings; transportation facilities (VRE Crystal City Station, VRE L'Enfant Station, Long Bridge, Metrorail right of way and bridge, eleven other railroad bridges, and four roadway bridges); and numerous pedestrian and bicycle trails.

Draft Purpose and Need

The purpose of the Proposed Action is to address reliability and long-term railroad capacity issues in the Long Bridge corridor. The Proposed Action is needed to identify alternatives that would increase capacity to meet projected demand for passenger and freight rail services; improve operational flexibility and resiliency; and provide redundancy for this critical link in the local, regional, and national railroad network. The Proposed Action needs are described in more detail below:

Railroad Capacity. Railroad capacity is the ability of the existing Long Bridge corridor to accommodate freight and passenger trains. The existing Long Bridge corridor provides sufficient capacity to support current rail traffic but will fail to meet the combined projected 2040 demands of commuter, intercity passenger, and freight markets.

Based on existing track infrastructure and train scheduling constraints, intercity passenger and commuter services operate at or close to maximum capacity limits within the corridor during the morning peak hour, with eight passenger train movements¹ scheduled in 60 minutes. Over the course of a full weekday, Amtrak and VRE currently operate 24 and 32 trains across the Long Bridge, respectively. CSX Transportation (CSXT) freight trains operate approximately 18 through-freight trains each day on the same tracks used by the two passenger train operations.

Future rail capacity demand in peak periods is forecasted to exceed the current capacity for Long Bridge. The existing track infrastructure, which is limited by the two-track design of the Long Bridge, cannot support the increased demand. According to the Long Bridge Long Range Service Plan prepared in 2016, by 2040, the passenger trains in the morning peak hour are expected to more than nearly double to 17². The six reverse peak commuter trains include four VRE trains originating from Washington Union Station and two MARC run-through trains from Maryland to Alexandria. Over the course of the full day, the number of trains crossing the bridge in 2040 is expected to increase to 44 trains for Amtrak, 92 for VRE, eight for MARC, 42 for CSXT, and six for Norfolk Southern, a major freight carrier that retains legal rights to operate over the bridge but does not

¹ One Amtrak and six VRE trains in the peak direction and one VRE train in the reverse peak direction.

² One Amtrak and nine VRE trains in the peak direction and one Amtrak and six commuter trains in the reverse peak direction.

exercise them today. The projected growth represents an average increase of over 100 percent in traffic on the bridge by 2040.

The removal of other rail capacity bottlenecks east and south of the Long Bridge highlights the need for greater railroad capacity within the wider corridor. These capacity improvement projects include:

- CSXT-funded reconstruction double tracking of the Virginia Avenue Tunnel,
- Doubling of the number of platform edges at L'Enfant Station and Crystal City Station,
- Platform improvements at Alexandria Station, and
- Additional platform edges where only single track access currently exists on the VRE Fredericksburg and Manassas Lines.

Population and employment growth in the Washington Metropolitan Area also will increase the demand for passenger rail travel within the Long Bridge corridor. Population growth and increasing rail ridership in the South, Mid-Atlantic, and Northeast are creating additional demand for intercity rail services that traverse the Long Bridge corridor. The DC to Richmond Southeast High Speed Rail EIS, VRE System Plan 2040, Amtrak Vision for the Northeast Corridor, NEC FUTURE, CSXT National Gateway, Washington Union Station Expansion, and the MARC Growth and Investment Plan all focus upon improving the flow of rail traffic locally across the Long Bridge and along the national rail network.

Resiliency. Resiliency of a rail network is the ability to provide operational flexibility and reliability for train services during normal operations, as well as during periods of higher demand and/or unexpected operating conditions. The shared-use infrastructure within the Long Bridge corridor limits the flexibility of commuter, intercity passenger, and freight service to operate efficiently. These conditions create a systemic bottleneck that results in operational conflicts and delays, decreasing reliability and on-time performance of train operations.

The current two-track configuration of the Long Bridge is a physical bottleneck that prevents efficient train flow to the existing three and four track sections located north and south of the Long Bridge. Substantial delays to train intercity service occur in the corridor on a daily basis, particularly between Washington, DC and Alexandria, Virginia. CSXT freight operations are impacted by the current volume of commuter and intercity passenger trains, which limits their ability to operate during peak passenger periods and hinders the flow of their national network. Freight trains are frequently stopped to allow passenger rail service to pass through the corridor, affecting the efficiency and reliability of freight movements. Given projections, the complexity of operations approaching the Long Bridge is expected to increase, creating even more delays and decreased on-time performance.

Network Connectivity. The Long Bridge is a major chokepoint, which limits the ability to provide freight service along the eastern seaboard, as well as high-performance passenger rail service between major population centers. This chokepoint limits efficient network connectivity for the rail operators within the Long Bridge corridor, including CSXT, VRE, Amtrak, and potentially MARC, and the overall transportation network. Rail operations are also affected well beyond the limits of the Long Bridge corridor given the extensive reach of freight, commuter, and intercity passenger services along the eastern U.S. and beyond.

The Long Bridge is in a high-volume Class I freight rail corridor. The Long Bridge is the easternmost south to north crossing for Class I freight rail movements and the only freight railroad crossing over the Potomac River between the District and Virginia. The next nearest freight rail crossing over the Potomac River is in Harper's Ferry, West Virginia, approximately 48 miles northwest of the Long Bridge.

d. LONG BRIDGE PROJECT

The existing bridge is a critical link for intercity passenger rail service between the Northeast Corridor (NEC) and the federally-designated Southeast High Speed Rail Corridor (SEHSR). The existing commuter rail systems (MARC and VRE) both terminate all trains at Washington Union Station, which limits the ability to provide cross-jurisdictional trips for passengers (Virginia to Maryland and vice versa). The existing network forces passengers to complete regional trips via Metrorail, which forces riders to transfer rail systems, potentially leading to travel delays. The Proposed Action could provide the opportunity for alleviating future transfers to Metrorail, which also would allow for increased operational flexibility and system redundancy.

Redundancy. Redundancy is the inclusion of additional components that are not necessary for railroad functionality, but are available in the event of a failure of other components. No reasonable detours exist to route rail traffic around the Long Bridge for maintenance or emergencies without extensive service delays.

Due to the close distance between the existing two tracks, both tracks need to be closed during construction or maintenance for safety reasons. Should service across the Long Bridge be interrupted, VRE and Amtrak would not be able to provide train service from Virginia across the Potomac River to L'Enfant Plaza or Washington Union Station, which are the primary destinations for passenger routes. CSXT trains would be redirected to the crossing at Harpers Ferry, thereby substantially increasing service cost and time.

The Proposed Action

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Future rail capacity demand in peak periods is forecasted to exceed the current capacity for Long Bridge. The existing track infrastructure, which is limited by the two-track design of the Long Bridge, cannot support the increased demand. According to the Long Bridge Long Range Service Plan prepared in 2016, by 2040, the passenger trains in the morning peak hour are expected to more than nearly double to 17². The six reverse peak commuter trains include four VRE trains originating from Washington Union Station and two MARC run-through trains from Maryland to Alexandria. Over the course of the full day, the number of trains crossing the bridge in 2040 is expected to increase to 44 trains for Amtrak, 92 for VRE, eight for MARC, 42 for CSXT, and six for Norfolk Southern, a major freight carrier that retains legal rights to operate over the bridge but does not

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² One Amtrak and nine VRE trains in the peak direction and one Amtrak and six commuter trains in the reverse peak direction.

exercise them today. The projected growth represents an average increase of over 100 percent in traffic on the bridge by 2040.

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- CSXT-funded reconstruction double tracking of the Virginia Avenue Tunnel,
- Doubling of the number of platform edges at L'Enfant Station and Crystal City Station,
- Platform improvements at Alexandria Station, and
- Additional platform edges where only single track access currently exists on the VRE Fredericksburg and Manassas Lines.

Population and employment growth in the Washington Metropolitan Area also will increase the demand for passenger rail travel within the Long Bridge corridor. Population growth and increasing rail ridership in the South, Mid-Atlantic, and Northeast are creating additional demand for intercity rail services that traverse the Long Bridge corridor. The DC to Richmond Southeast High Speed Rail EIS, VRE System Plan 2040, Amtrak Vision for the Northeast Corridor, NEC FUTURE, CSXT National Gateway, Washington Union Station Expansion, and the MARC Growth and Investment Plan all focus upon improving the flow of rail traffic locally across the Long Bridge and along the national rail network.

Resiliency. Resiliency of a rail network is the ability to provide operational flexibility and reliability for train services during normal operations, as well as during periods of higher demand and/or unexpected operating conditions. The shared-use infrastructure within the Long Bridge corridor limits the flexibility of commuter, intercity passenger, and freight service to operate efficiently. These conditions create a systemic bottleneck that results in operational conflicts and delays, decreasing reliability and on-time performance of train operations.

The current two-track configuration of the Long Bridge is a physical bottleneck that prevents efficient train flow to the existing three and four track sections located north and south of the Long Bridge. Substantial delays to train intercity service occur in the corridor on a daily basis, particularly between Washington, DC and Alexandria, Virginia. CSXT freight operations are impacted by the current volume of commuter and intercity passenger trains, which limits their ability to operate during peak passenger periods and hinders the flow of their national network. Freight trains are frequently stopped to allow passenger rail service to pass through the corridor, affecting the efficiency and reliability of freight movements. Given projections, the complexity of operations approaching the Long Bridge is expected to increase, creating even more delays and decreased on-time performance.

Network Connectivity. The Long Bridge is a major chokepoint, which limits the ability to provide freight service along the eastern seaboard, as well as high-performance passenger rail service between major population centers. This chokepoint limits efficient network connectivity for the rail operators within the Long Bridge corridor, including CSXT, VRE, Amtrak, and potentially MARC, and the overall transportation network. Rail operations are also affected well beyond the limits of the Long Bridge corridor given the extensive reach of freight, commuter, and intercity passenger services along the eastern U.S. and beyond.

The Long Bridge is in a high-volume Class I freight rail corridor. The Long Bridge is the easternmost south to north crossing for Class I freight rail movements and the only freight railroad crossing over the Potomac River between the District and Virginia. The next nearest freight rail crossing over the Potomac River is in Harper's Ferry, West Virginia, approximately 48 miles northwest of the Long Bridge.

The existing bridge is a critical link for intercity passenger rail service between the Northeast Corridor (NEC) and the federally-designated Southeast High Speed Rail Corridor (SEHSR). The existing commuter rail systems (MARC and VRE) both terminate all trains at Washington Union Station, which limits the ability to provide cross-jurisdictional trips for passengers (Virginia to Maryland and vice versa). The existing network forces passengers to complete regional trips via Metrorail, which forces riders to transfer rail systems, potentially leading to travel delays. The Proposed Action could provide the opportunity for alleviating future transfers to Metrorail, which also would allow for increased operational flexibility and system redundancy.

Redundancy. Redundancy is the inclusion of additional components that are not necessary for railroad functionality, but are available in the event of a failure of other components. No reasonable detours exist to route rail traffic around the Long Bridge for maintenance or emergencies without extensive service delays.

Due to the close distance between the existing two tracks, both tracks need to be closed during construction or maintenance for safety reasons. Should service across the Long Bridge be interrupted, VRE and Amtrak would not be able to provide train service from Virginia across the Potomac River to L'Enfant Plaza or Washington Union Station, which are the primary destinations for passenger routes. CSXT trains would be redirected to the crossing at Harpers Ferry, thereby substantially increasing service cost and time.



DEPARTMENT OF THE ARMY
US ARMY CORPS OF ENGINEERS
NORFOLK DISTRICT
FORT NORFOLK
803 FRONT STREET
NORFOLK VA 23510-1011

October 14, 2016

Special Projects Regulatory Section
NAO-2016-01652 (Long Bridge Project)

USDOT Federal Railroad Administration (FRA)
Office of Railroad Policy and Development
ATTN: Ms. Amanda Murphy
1200 New Jersey Avenue S.E., MS-20
Washington, DC 20590

Re: Long Bridge Project EIS Scoping Comment Request

Dear Ms. Murphy:

This letter provides comments in accordance with the National Environmental Policy Act of 1969 (NEPA) for the Environmental Impact Statement (EIS) being prepared for the Long Bridge Project by both the Federal Railroad Administration (FRA) and the District Department of Transportation (DDOT). The project proposes potential improvements to the Long Bridge and related railroad infrastructure. Norfolk District Army Corps of Engineers' (Norfolk District) responded on September 12, 2016, to decline its' role as a cooperating agency and elected to be a participating agency for the Long Bridge EIS. We are offering the following comments on the preparation of the EIS:

It is difficult to ascertain at this early planning stage whether there will be any actions within Norfolk District's jurisdiction. As the project develops further, should any waters and/or wetlands regulated by the Norfolk District under Section 404 of the Clean Water Act (33 U.S.C. 1344) and/or Section 10 of the Rivers and Harbors Act (33 U.S.C. 403) be proposed to be impacted for this project, a permit or permits may be required.

The proposed project encompasses both Norfolk District's boundaries as well as the Baltimore District Army Corps of Engineers' (Baltimore District). To avoid multiple USACE responses for this project to the extent possible, Baltimore District will be the lead internally within USACE. However, Norfolk District still wishes to participate in any interagency meetings and field reviews for this project to the extent possible. We request regular coordination with the appropriate state and Federal agencies prior to making any decisions regarding further development of the project. We request to receive public comments and a transcript of public hearings should a Norfolk District permit application be submitted.

We recommend coordination with the appropriate state and Federal agencies prior to making any decisions regarding the range and elimination of alternatives. We further encourage the use of a collaborative process for the study of this project, documenting concurrence of the pertinent Federal agencies at important steps, to provide local governments and the public with a more dependable framework for planning decisions.

We appreciate your efforts in preparing the draft Purpose and Need and the documentation that has been provided thus far. You have defined the overall project purpose as addressing reliability and long-term railroad capacity issues in the Long Bridge corridor. Please define the term reliability and explain how it relates to the other need elements in your Purpose and Need. Please consider incorporating the overall purpose and need statement verbiage from the last meeting agenda.

Our regulations require that we consider a full range of public interest factors and conduct an alternatives analysis in order to identify the least environmentally damaging practicable alternative (LEDPA), which is the only alternative we can authorize. In addition to wetland and waters impacts, we must consider factors such as land use (including displacement of homes and businesses), floodplain hazards and values, water supply and conservation, water quality, safety, cost, economics, threatened and endangered species, historic and cultural resources, and environmental justice.

Before you develop alternatives, waters and wetlands should be identified and mapped and those aquatic resource locations should be considered before developing a full range of alternatives. As you develop and analyze the alternative, you should document how impacts to aquatic resources were avoided and minimized. Measures to avoid and minimize impacts to streams and wetlands should be incorporated wherever practicable and the environmental document should discuss avoidance and minimization measures considered.

As specified in the Long Bridge Project EIS Scoping letter from FRA dated August 15, 2016, FRA is the lead federal agency for the Long Bridge Project under NEPA, and DDOT is the joint lead agency. These projects are subject to compliance with Section 106 of the National Historic Preservation Act of 1966. As per 36 CFR 800.2(a)(2), the Federal Railroad Administration (FRA) and District Department of Transportation (DDOT) are hereby designated as the lead federal agencies to fulfill the collective federal responsibilities under Section 106 of the National Historic Preservation Act for the undertaking. We authorize FRA and DDOT to conduct Section 106 coordination on behalf of the Norfolk District. Any Memorandum of Agreement prepared by FRA and DDOT under 36 CFR 800.6 should include the following clause in the introductory text:

"WHEREAS, pursuant to Section 10 and/or Section 404 of the Clean Water Act, a Department of the Army permit will likely be required from the Corps of Engineers for this project, and the Corps has designated FRA and DDOT as the lead federal agencies to fulfill federal responsibilities under Section 106;"

Pursuant to 50 CFR 402.07, Norfolk District authorizes FRA and DDOT to conduct Section 7 coordination with the U.S. Fish and Wildlife Service (USFWS) on its' behalf, concerning potential effects to Federally-listed threatened and endangered species. Furthermore, pursuant to 50 CFR 600.920(b), the Norfolk District authorizes FRA and DDOT to conduct MSA consultation with the National Oceanic and Atmospheric Administration (NOAA) Fisheries on its' behalf as well, concerning potential effects to Essential Fish Habitat. FRA and DDOT will be responsible for completing all coordination pursuant to ESA and MSA, regardless of whether it occurs during the NEPA process or during the permitting process. In addition, we recommend that all documentation and coordination, including the IPAC determination, be included in the NEPA document.

Thank you for the opportunity to provide comments and recommendations for this project. You may contact Ms. Lee Fuerst by email at lee.fuerst@usace.army.mil or by telephone at 757-201-7832 if you have any questions.

Sincerely,

A handwritten signature in cursive script, appearing to read "Lee Fuerst".

Lee Fuerst
Environmental Scientist,
Special Projects Section
Norfolk District Corps of Engineers

Copies Furnished:

Ms. Anna Chamberlin, District Department of Transportation

Ms. Kathy Anderson, USACE-Baltimore Regulatory Branch

IN REPLY REFER TO:
NCPC FILE No. 7819

October 14, 2016

Ms. Amanda Murphy
Federal Railroad Administration
Office of Railroad Policy and Development
1200 New Jersey Avenue, SE, MS-20
Washington, DC 20590

Re: Long Bridge – Phase II Environmental Impact Statement Scoping Comments

Dear Ms. Murphy:

Thank you for the opportunity to provide scoping comments in preparation for an Environmental Impact Statement (EIS) for proposed Long Bridge improvements. We appreciate our role in the process as a Cooperating Agency, and understand the need to enhance the bridge, with its advanced age and projected growing demand for freight and passenger rail service. As you know, the project's location across the Potomac River is highly sensitive, with important "gateway" views into the City and along the River itself, and we encourage you to design a project that respects its setting. In particular, we note prominent views of widely-recognized features such as the US Capitol Building, Washington Monument, Lincoln Memorial, and other prominent downtown monuments, buildings, and lands.

We understand that Phase I of the Long Bridge Study developed a preliminary operations plan, collected data and evaluated future capacity needs, and developed eight conceptual crossing alternatives, and that Phase II will develop a draft Purpose and Needs Statement, further refine conceptual alternatives, and define evaluation criteria. The evaluation criteria will be used to screen and identify alternatives which will be carried forward for analysis in the Phase III of the NEPA study, which will prepare of a Draft and Final Environmental Impact Statement (EIS), Draft and Final Section 4(f) Evaluation, and issue a Record of Decision (ROD).

NCPC Review Authority and Process

Pursuant to the National Capital Planning Act of 1952, NCPC has approval authority over federal projects within the District of Columbia and advisory authority over federal projects outside of the District, within the National Capital Region, including all land transfers and physical alterations to federal property. In particular, we note several federal properties that are situated within the study area, including: George Washington Memorial Parkway, Potomac River bottom, East

Potomac Park, and Reservation 113 (Hancock Park, adjacent to the Orville Wright Federal Building).

All future property transfers will require submission of an official legal plat that includes a line for our Commission Chairman's signature. Each transfer must also be specifically addressed in the EIS, with information that details exact land area to be transferred (location and square footage), change in impervious area, number of trees to be removed, and proposed mitigation. If necessary, the ROD should include a separate section that addresses each transfer specifically, along with a signature line for NCPC's Executive Director. Physical changes to federal property should be submitted for NCPC review with appropriate supporting plans, narrative, graphics, NEPA, and Section 106 documentation.

Based on the project's significance, scale, and highly-sensitive setting, we recommend that DDOT and/or FRA brief the Commission with an information presentation early in Phase III to allow for Commission comment. A future information presentation to NCPC would also serve as an additional opportunity to present the project to the local community in a public forum. Should the project move into more detailed design phases, FRA should submit the project to NCPC for Concept, Preliminary, and Final reviews based on our agency submission policies, which are available at www.ncpc.gov. NCPC staff is always available to consult on the submission process and the review needs of the Commission.

NCPC Plans and Policies

The following federal plans provide guidance for development in the vicinity of Long Bridge. One of the Legacy Plan's five themes is to develop a comprehensive, flexible, and convenient transportation system that eliminates barriers and improves movement through the city. Building on the Legacy Plan, the Monumental Core Framework Plan is a detailed sector plan designed to promote use of underutilized federal lands in the monumental core by eliminating barriers to create new mixed-use destinations that also invigorate surrounding federal districts. The Ecodistrict Plan is an area specific plan that seeks to transform the Southwest Rectangle Federal District - one of the areas addressed in the Framework Plan - into a highly sustainable workplace and livable neighborhood. Appendix A shows diagrams for improvements to the Maryland Avenue corridor from pages 42 and 44 of the Monumental Core Framework Plan. To assess key elements of these Plans, the study should consider the following recommendations:

1. Maintain an unobstructed and attractive view shed at the gateway of the District of Columbia and Virginia and toward the memorials and monuments on the National Mall, as well as along Maryland Avenue toward the US Capitol. Any overhead catenary system, substation or other equipment will adversely impact the vista along Maryland Avenue;
2. Provide for four train tracks within the corridor that will accommodate freight and increase and maximize commuter rail capacity to L'Enfant Station (the VRE Station at 7th Street) and Union Station;
3. Increase the number and size of passenger platforms at the L'Enfant Station to accommodate expanded VRE, MARC, and Amtrak service.
4. Maximize pedestrian and bicycle use and connectivity in a manner that ensures easy, convenient, and intuitive pedestrian access between transit modes;
5. Protect and promote reestablishment of the historic L 'Enfant Plan street grid and allow for vehicular connectivity that will distribute traffic between Independence and Maine Avenues;
6. Depress the train tracks to deck the rail line between 9th and 15th Streets, SW to re-establish and support the design and development of the Maryland Avenue corridor in a manner that befits the nation's capital; and
7. Enhance intermodal connections (between commuter rail, metro, bus, and streetcar) by considering ways in which different modes of transportation will operate and travel along the Maryland Avenue corridor between 4th and 15th Streets, including how these modes interface with: (1) the intersection of 10th Street (L'Enfant Promenade) and 11th and 12th Streets, (2) Reservation 113, and (3) the proposed Eisenhower Memorial site.

The NCPC Memorials and Museums Master Plan (2M Plan) identifies a potential site in East Potomac Park, along the Potomac River waterfront, near the Metro and Long Bridges (Site #13), and another site at the Maryland Avenue / Virginia Avenue, SW intersection, between 7th and 9th Streets (Site # 19). Appendix B shows conceptual diagrams for each site from pages 67 and 81 of the 2M Plan. For additional information, please consult NCPC's website at: www.ncpc.gov.

Ms. Amanda Murphy
Page 4

We appreciate the opportunity to participate in the Phase II part of the Long Bridge Study, and look forward to our continued involvement in the process. If you have any questions regarding our comments, please contact Michael Weil at 202.482.7253 or michael.weil@ncpc.gov or Diane Sullivan at 202.482.7244 or diane.sullivan@ncpc.gov.

Sincerely,


for Diane Sullivan, Director
Urban Design and Plan Review Division

cc: Anna Chamberlain, DDOT
Frederick Lindstrom, US Commission of Fine Arts
Peter May, National Park Service
Andrew Lewis, District of Columbia State Historic Preservation Office



Framework Plan proposal for the Maryland Avenue corridor.

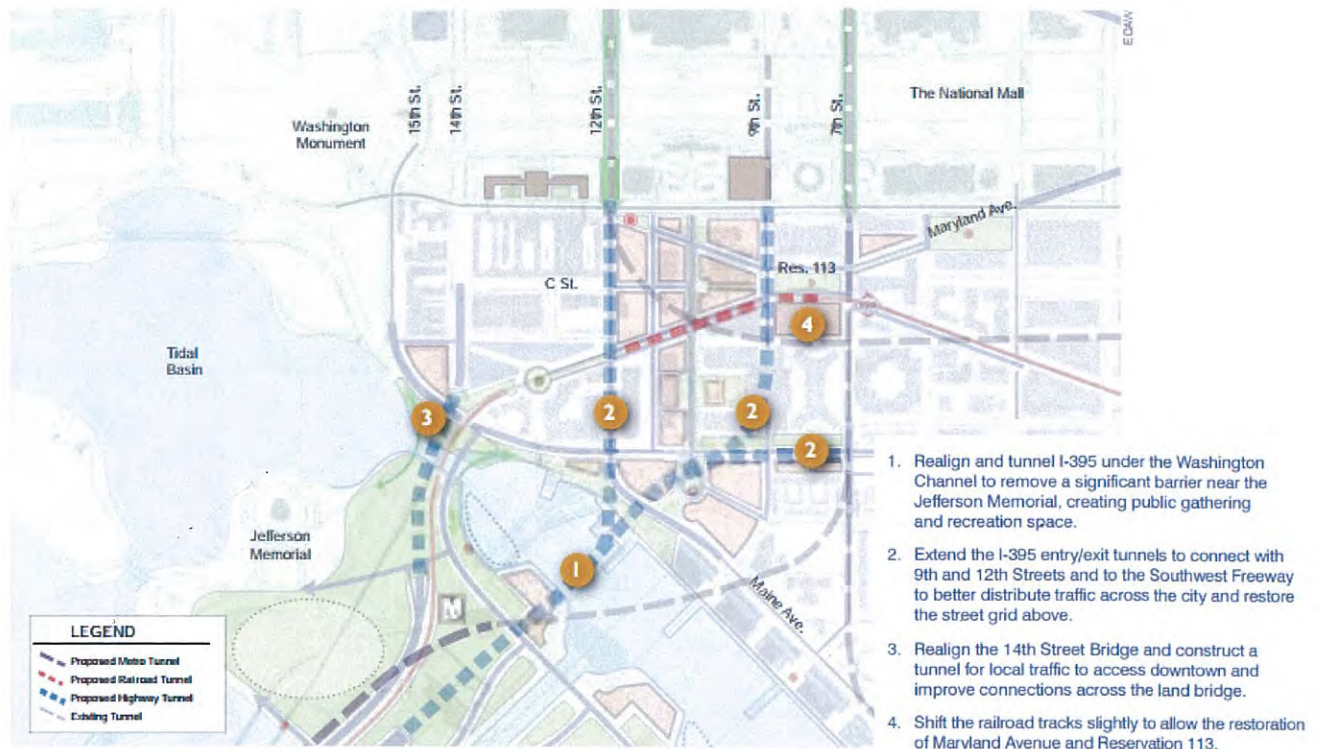
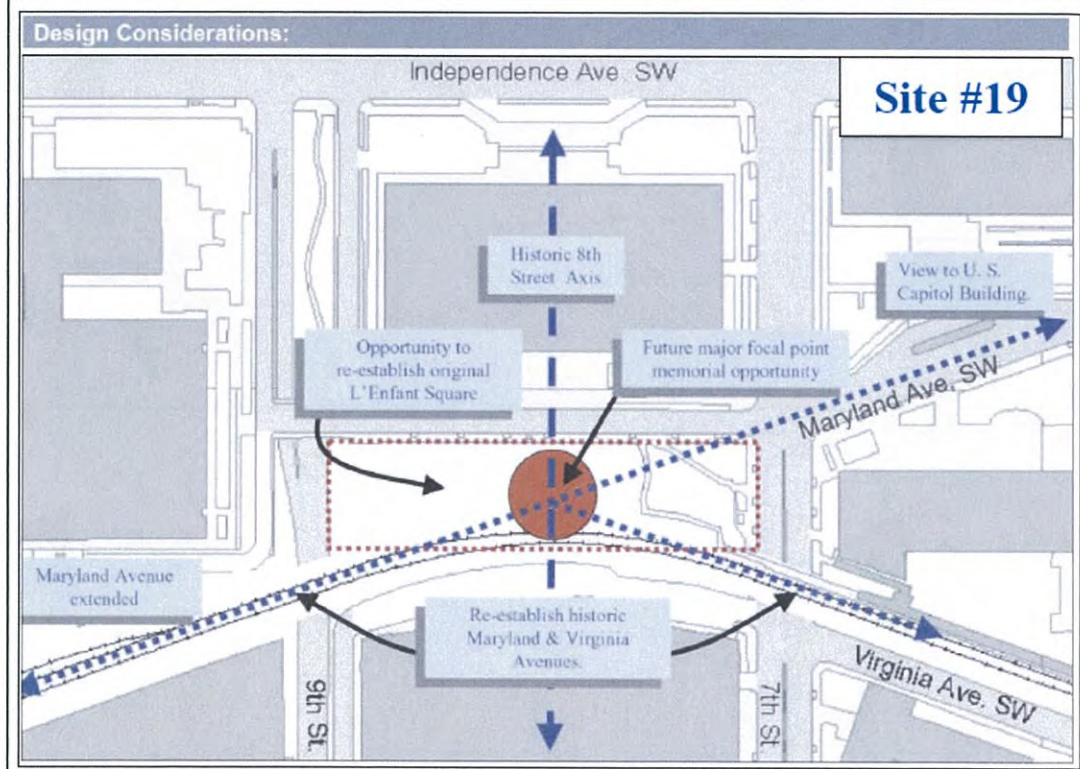
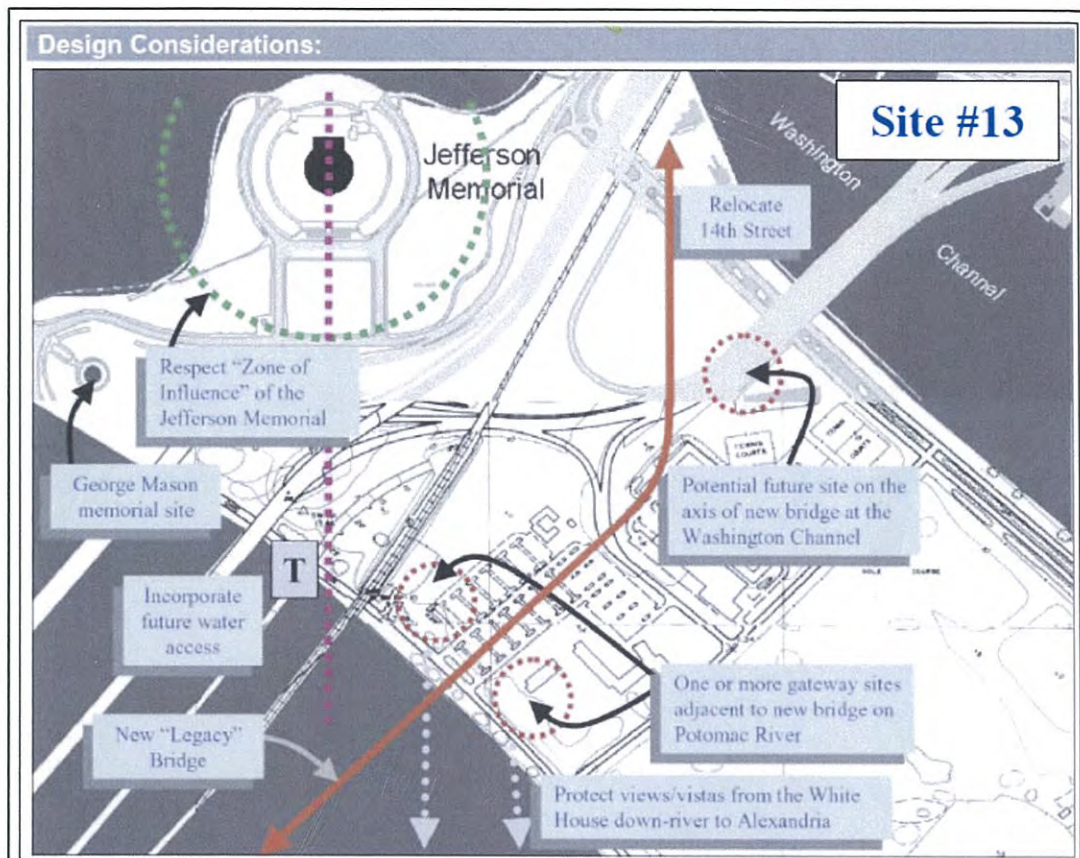


Diagram of proposed tunnels that could improve street-level development and connectivity.

Appendix A: Monumental Core Framework Plan Diagrams



Appendix B: Memorials and Museums Master Plan Concept Diagrams

From: Susan.Stafford@faa.gov
To: info@longbridgeproject.com
Subject: FAA Interagency Coordination Meeting #2 EIS Scoping Comments
Date: Monday, September 26, 2016 9:47:50 AM

The Federal Aviation Administration (FAA) does not anticipate that the Long Bridge Project will impact air safety or efficient use of the navigable airspace around Ronald Reagan Washington National Airport; however, the proximity and unknown height of project elements, including construction equipment, mandate that FAA form 7460-1, Notice of Proposed Construction or Alteration must be filed with the FAA as required by Title 14 of the Code of Federal Regulations (14 CFR) Part 77.9. Notice should be filed using the FAA's Obstruction Evaluation / Airport Airspace Analysis (OE/AAA) web portal at www.oaaaa.faa.gov

Thank you,

Susan B. Stafford
Environmental Protection Specialist
Beckley Airports Field Office
176 Airport Circle, Rm 101
Beaver, WV 25813
304-252-6216 x 130

GOVERNMENT OF THE DISTRICT OF COLUMBIA
STATE HISTORIC PRESERVATION OFFICER



October 26, 2016

Mr. Michael Johnsen, Acting Chief
Environment and Corridor Planning Division
U.S. Department of Transportation
Federal Railroad Administration
Washington, DC 20590
1200 New Jersey Avenue, SE

RE: Initiation of Section 106 Consultation for the Long Bridge Project

Dear Mr. Johnsen:

Thank you for initiating consultation with the District of Columbia State Historic Preservation Officer (DC SHPO) regarding the above-referenced project. We received your formal initiation letter on September 26, 2016 and are writing in accordance with Section 106 of the National Historic Preservation Act to provide our initial comments regarding effects on historic properties.

We understand from our review of the submittal letter that the purpose of the Long Bridge Project is to "... address reliability and long-term railroad capacity issues for the Long Bridge Corridor..." and that the project will "...develop alternatives that would increase capacity to meet projected demand for passenger and freight rail services; improve operational flexibility and resiliency; and provide redundancy..." for the bridge.

The Federal Railroad Administration (FRA) undertaking associated with the project appears to be a grant which FRA provided to the District Department of Transportation (DDOT) for preliminary engineering and environmental reviews. Although not expressly stated in the letter, we assume FRA may also issue permits of some sort for any actual work on the bridge.

As you are aware, the Long Bridge is a contributing element of the East and West Potomac Park Historic District and is, therefore, a "historic property" for purposes of Section 106. Given the rather broadly stated purposes of the alternatives to be developed, it is premature to characterize the potential effects of the project on the Long Bridge but there appears to be some potential for an "adverse effect" to result. Many other historic properties located within the Project Area may also be affected directly or indirectly by the Project. We look forward to learning more about the Study Area and the potential scope of work so that we can assist FRA and consulting parties in identifying and documenting the Area of Potential Effect (APE) for this undertaking and the other historic properties that fall within the APE boundaries.

Our initial review of the draft list of consulting parties and Study Area map suggests that several additional entities should be notified of the Project. We are not necessarily recommending these entities be designated as consulting parties, but believe they should be provided with an opportunity to determine whether they would like to be so designated (see list on next page).

Since we were unable to attend the “kick-off” meeting held earlier this month, we would appreciate receiving a list of the parties that participated in the meeting and a copy of any initial comments that may have been submitted.

If you should have any questions or comments regarding this matter, please contact me at andrew.lewis@dc.gov or 202-442-8841. Otherwise, we thank you for initiating formal consultation with our office and we look forward to consulting further.

Sincerely,



C. Andrew Lewis
Senior Historic Preservation Officer
DC State Historic Preservation Office

17-0051

LIST OF ADDITIONAL POTENTIAL CONSULTING PARTIES

Advisory Neighborhood Commission (ANC) 2A
Advisory Neighborhood Commission (ANC) 6D
Army Corps of Engineers
Businesses/Entities along the Maryland/Virginia Avenues RR Corridor
DC Department of Energy and Environment
DC Department of Parks and Recreation
Department of Treasury, Bureau of Engraving and Printing
Federal Aviation Administration
Federal Highway Administration
Mandarin Hotel
MARC Commuter Rail
National Coalition to Save Our Mall
National Park Service, George Washington Memorial Parkway
National Trust for Historic Preservation
U.S. Coast Guard
U.S. Department of Housing and Urban Development
Union Station Redevelopment Corporation



DISTRICT OF COLUMBIA WATER AND SEWER AUTHORITY | 5000 OVERLOOK AVENUE, SW | WASHINGTON, DC 20032

October 7, 2016

Ms. Amanda Murphy
Environmental Protection Specialist
Office of Railroad Policy and Development
Federal Railroad Administration
1200 New Jersey Ave SE
Mail Stop 20
Washington, DC 20590

RE: Long Bridge Project Public Scoping
DC Water Comments

Dear Ms. Murphy:

The District of Columbia Water and Sewer Authority (DC Water) appreciates the opportunity to provide public scoping comments for the Long Bridge Project Environmental Impact Statement (EIS). The following comments are provided:

1. Protection of Existing Water and Sewer Infrastructure

DC Water currently maintains critical water and sewer infrastructure in the Long Bridge Project Study Area (Study Area). Of particular concern are the Potomac Force Mains. These parallel 6-foot and 8-foot diameter pipelines, constructed in the 1960s, serve a large number of customers in the western portion of the District of Columbia, as well as suburban customers in Montgomery County, Maryland, and Fairfax and Loudoun Counties, Virginia. The pipelines run roughly parallel along the western shoreline of East and West Potomac Park through the Study Area, as shown in Figure 1. Additional DC Water infrastructure is present throughout the Study Area, particularly in the urbanized portion of the Study Area east of Washington Channel. The Long Bridge Project EIS should consider how existing water and sewer infrastructure will be protected and access will be maintained for inspection, repair, and replacement, both during and after construction. For general planning coordination with DC Water, please contact Mark Babbitt, Supervisor, Interagency Planning and Permitting, at mark.babbitt@dcwater.com or 202-787-2534.

2. Coordination with DC Clean Rivers Project Potomac River Tunnel

DC Water is in the process of implementing its Combined Sewer System Long Term Control Plan (LTCP), also known as the DC Clean Rivers Project. The purpose of this project is to control CSOs into the District's waterways, which occur when the existing combined sewer system's capacity is exceeded during storm events. The project will improve water quality and reduce trash in the District's receiving waterbodies through the reduction of untreated discharges from the combined sewer system. In addition, the project is required by the 2005 Federal Consent Decree entered into by DC Water, the District of Columbia, the U.S. Department of Justice, and the U.S. Environmental Protection Agency, as modified in January 2016.

The Potomac River Tunnel (PRT) Project, currently in the planning phase, is the portion of the DC Clean Rivers Project which will provide control for CSOs along the Potomac River, which are generally between the Lincoln Memorial and Georgetown. The PRT will consist of a storage/conveyance tunnel and supporting infrastructure, including diversion facilities connecting to existing sewers, drop shafts, overflow structures, and ventilation control facilities. DC Water, as co-lead agency with the National Park Service, is currently preparing an Environmental Impact Statement for the PRT project.

The PRT will convey flows captured from the Potomac River CSOs via gravity to the existing Blue Plains Tunnel and Blue Plains Advanced Wastewater Treatment Plant, generally via an alignment parallel to the eastern shoreline of the Potomac River. In the area of the 14th Street Bridges (including the Long Bridge), the PRT must avoid the deep foundations of each of the five existing bridges. Based on preliminary review of record drawings provided by each of the bridge owners, Figure 1 shows alternative alignments being considered for the PRT as it passes through the Study Area. Figure 2 includes a cross section showing the PRT alternative alignments relative to the existing Long Bridge deep foundations, based on drawings provided by CSX in April 2015. The Long Bridge Project EIS should consider how any proposed foundations will be coordinated with the potential PRT alignments, potentially including providing piers and piles aligned with those beneath the existing bridges upstream. The vertical alignment of the PRT is largely driven by the elevation of the existing Blue Plains Tunnel downstream, the existing WMATA Blue/Orange/Silver Line Tunnels upstream, and the need to maintain positive slope for gravity flow. As such, the vertical alignment of the PRT will be substantially as shown in Figure 3. Any alternatives including tunnels considered by the Long Bridge Project EIS warrant close and early technical coordination with DC Water to determine if construction of multiple tunnels is feasible in the ground conditions present at this location.

DC Water looks forward to coordinating with the Federal Railway Administration and the District Department of Transportation regarding its existing and proposed infrastructure within the Long Bridge Project EIS Study Area. If you have any questions or need additional information, please do not hesitate to contact me at moussa.wone@dcwater.com or by phone at (202) 787-4729.

Sincerely,



Moussa Wone, Ph.D., PE
Design Manager, DC Clean Rivers Project

c: Joel Gorder, National Park Service
Mark Babbitt, DC Water
Carlton Ray, Director, DC Clean Rivers
John Cassidy, DC Clean Rivers
Brandon Flora, DC Clean Rivers

Attachments: Figure 1 – PRT Alignments
Figure 2 – PRT Sections
Figure 3 – PRT Profile

Figure 1 – Conceptual Alternative Tunnel Alignments 14th Street Bridges (incl. WMATA and CSX)

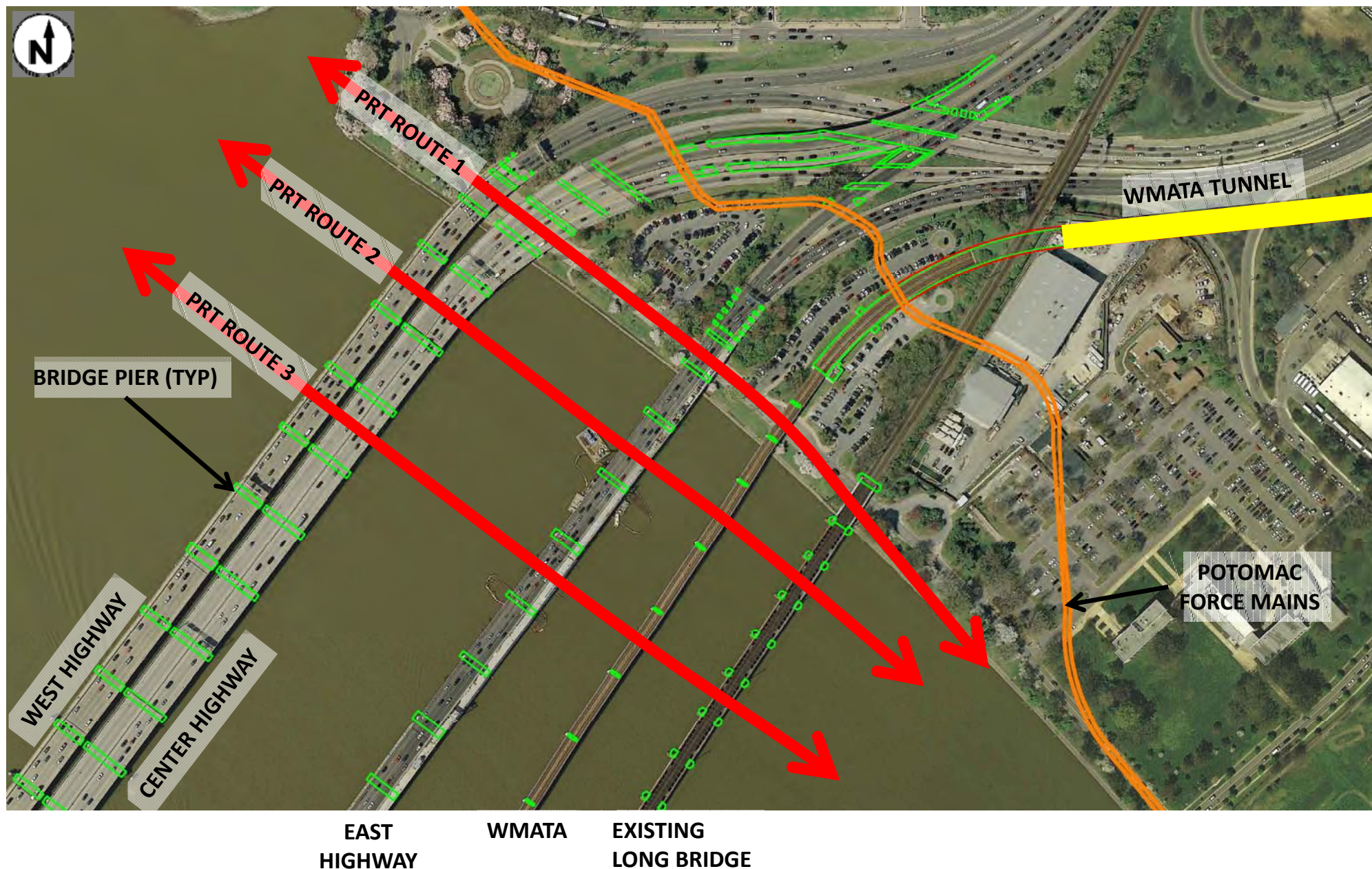
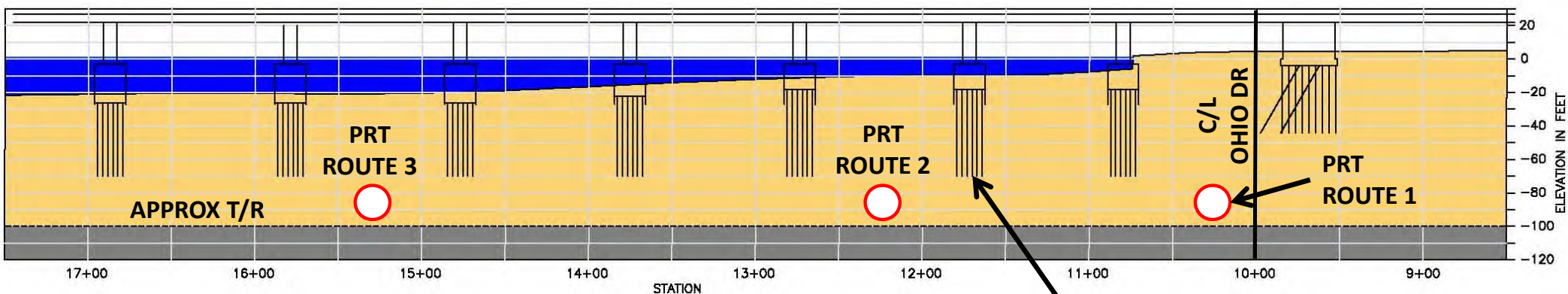


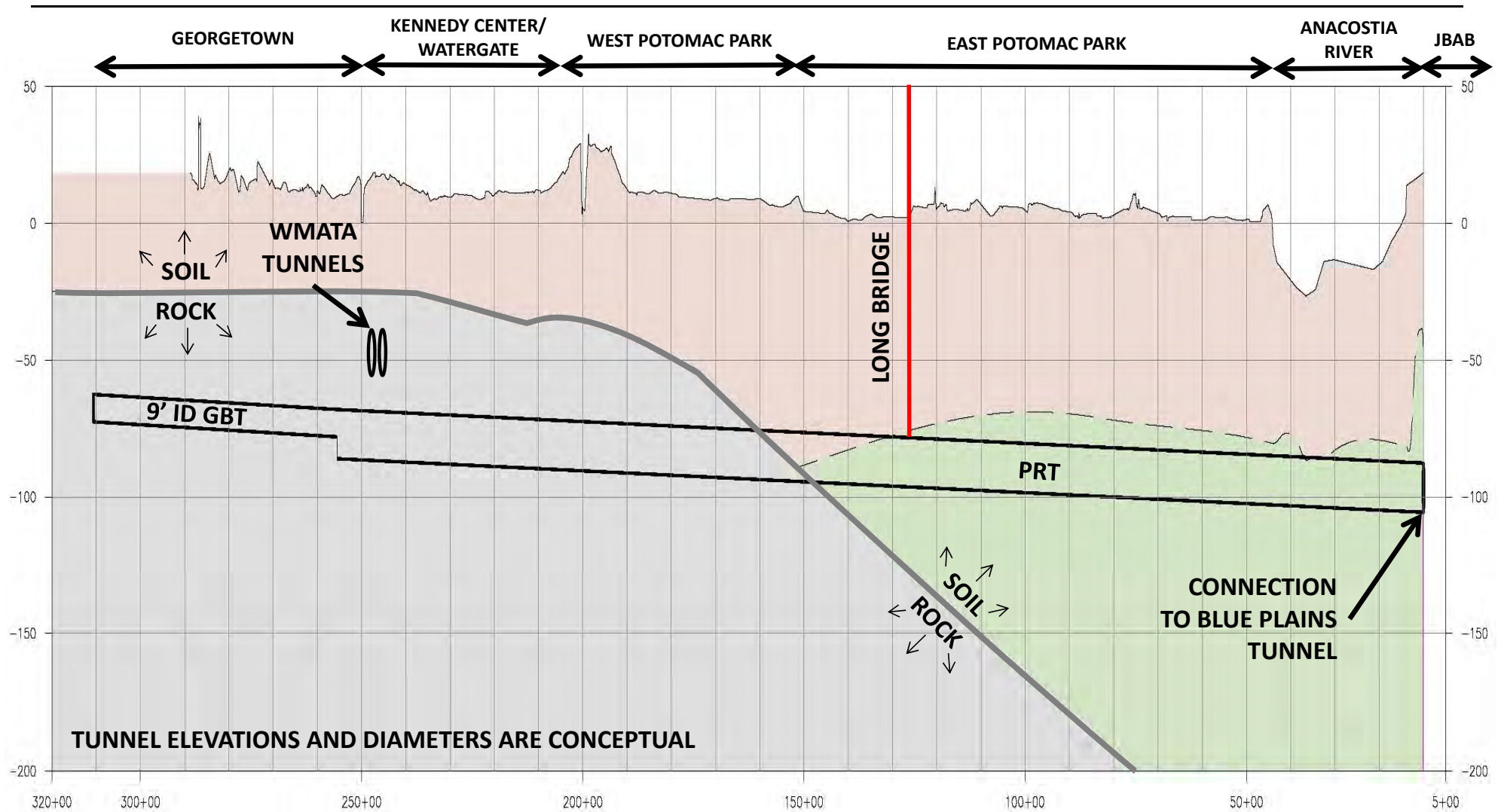
Figure 2 – Conceptual Alternative Tunnel Sections 14th Street Bridges – CSX (Long Bridge)



- Original bridge dates back to c. 1809
- Has been rebuilt/multiple times; other piers may exist

STEEL/TIMBER PILES (TYP)
TIP ELEV UNKNOW

Figure 3 – Conceptual Tunnel Profile



Alexis Morris

From: Henry Kay
Sent: Wednesday, September 28, 2016 9:59 AM
To: Alexis Morris
Subject: FW: Long Bridge Project Interagency Scoping Meeting call-in information

From: Eversole, Mark (MRC) [mailto:Mark.Eversole@mrc.virginia.gov]
Sent: Wednesday, September 28, 2016 9:15 AM
To: Henry Kay <hkay@rkk.com>
Subject: RE: Long Bridge Project Interagency Scoping Meeting call-in information

Mr. Kay, based on a desktop review of the information provided, it appears that no permit will be required from the Marine Resources Commission, or any work in the Potomac River at this location. However, should there be any impacts to tidal wetlands or to streams located in Virginia, a permit may be required from our agency. The Joint Permit Application should be completed and submitted to our agency for review and permitting decisions.

Thank you for the opportunity to provide comments on this proposal.

Mark Eversole
Virginia Marine Resources Commission
2600 Washington Avenue, 3rd Floor
Newport News, Virginia 23607
Office: (757)-247-8028
email: mark.eversole@mrc.virginia.gov

From: Henry Kay <hkay@rkk.com>
Date: September 8, 2016 at 2:51:31 PM EDT

Subject: Long Bridge Project Interagency Scoping Meeting call-in information

As indicated in prior correspondence, the Federal Railroad Administration, in coordination with the District Department of Transportation, has initiated the scoping process for the Long Bridge Project Environmental Impact Statement. The interagency scoping meeting will be held on Wednesday, September 14, 2016 from 9 -11 AM at DDOT, 55 M Street, SE, Washington, DC, Room 439.

If you prefer to connect remotely, please follow the instructions below.

1. Join the meeting.
<https://global.gotomeeting.com/join/568547149>

2. Use your microphone and speakers (VoIP) - a headset is recommended. Or, call in using your telephone.



COMMONWEALTH of VIRGINIA

Department of Historic Resources

2801 Kensington Avenue, Richmond, Virginia 23221

Julie V. Langan
Director

Tel: (804) 367-2323
Fax: (804) 367-2391
www.dhr.virginia.gov

October 14, 2016

Michael Johnsen, Acting Chief
Environment and Corridor Planning Division
Office of Railroad Policy and Development
Federal Railroad Administration
1200 New Jersey Avenue, SE (Mail Stop-20)
Washington, DC 20590

Re: Long Bridge Project
City of Alexandria, Arlington and Fairfax Counties, Virginia and Washington, D.C.
DHR File No. 2016-0932

Dear Mr. Johnsen:

Thank you for your letter of September 22, 2016 initiating consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, with the Department of Historic Resources, the State Historic Preservation Office of Virginia. We also understand that the Federal Railroad Administration (FRA) will coordinate Section 106 with the preparation of an Environmental Impact Statement (EIS) in a manner consistent with the regulations implementing the Section 106 process at 36 CFR Part 800.8.

We appreciate receiving the list of potential consulting parties that FRA has identified. We encourage you to include the George Washington Memorial Parkway as a consulting party in addition to the National Mall and Memorial Parks. We also encourage you to consider consultation with Indian tribes with an interest in Northern Virginia, as prehistoric sites and potentially human remains may be identified during the archaeological surveys associated with this project. The Catawba Indian Nation includes Arlington and Fairfax Counties as an area of interest in Virginia. Both the Delaware Nation and the Delaware Tribe of Indians are actively consulting on several projects in Virginia and have indicated the entire state is

Western Region Office
962 Kime Lane
Salem, VA 24153
Tel: (540) 387-5443
Fax: (540) 387-5446

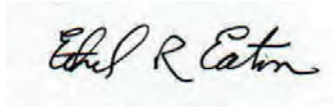
Northern Region Office
5357 Main Street
PO Box 519
Stephens City, VA 22655
Tel: (540) 868-7029
Fax: (540) 868-7033

Eastern Region Office
2801 Kensington Avenue
Richmond, VA 23221
Tel: (804) 367-2323
Fax: (804) 367-2391

an area of interest. Finally, as you are aware, Virginia now has its first resident federally recognized tribe, the Pamunkey Tribe.

We look forward to consulting with you on this project. If you have any questions concerning our comments, or if we may provide any further assistance, please do not hesitate to contact me at (804)482-6088; fax (804) 367-2391; e-mail ethel.eaton@dhr.virginia.gov.

Sincerely,

A handwritten signature in black ink that reads "Ethel R. Eaton". The signature is written in a cursive style with a large, stylized "E" and "R".

Ethel R. Eaton, Ph.D., Senior Policy Analyst
Division of Resource Services and Review

Western Region Office
962 Kime Lane
Salem, VA 24153
Tel: (540) 387-5443
Fax: (540) 387-5446

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5357 Main Street
PO Box 519
Stephens City, VA 22655
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Eastern Region Office
2801 Kensington Avenue
Richmond, VA 23221
Tel: (804) 367-2323
Fax: (804) 367-2391

From: [Jon Schermann](#)
To: info@longbridgeproject.com
Cc: [Chuck Bean](#); [Kanti Srikanth](#); [Andrew Meese](#)
Subject: MWCOG Point of Contact - Long Bridge EIS
Date: Monday, September 12, 2016 3:05:13 PM
Attachments: [MWCOG Long Bridge EIS point of contact.pdf](#)

Dear Mr. Johnson,

My name is Jon Schermann and I am a Transportation Planner III at the Metropolitan Washington Council of Governments (COG).

I am responding on behalf of our Executive Director, Chuck Bean, to your invitation to be a Participating Agency in the effort to prepare an Environmental Impact Statement (EIS) for the Long Bridge Project. We concur that COG has a valuable role to play as a participating agency and accept your invitation. I will be COG's point of contact for this and my information is provided below. I have also completed and attached the form included with the invitation.

I look forward to working with the FRA, DDOT, and other members of the study team and will be keeping Mr. Bean and Mr. Srikanth, our Director of Transportation Planning, informed of the progress of this effort. I will also ensure that any feedback from our leadership is communicated to the study team.

Thank you and best regards,

-Jon.

Jon Schermann

Transportation Planner III
Department of Transportation Planning
Metropolitan Washington Council of Governments
National Capital Region Transportation Planning Board
777 North Capitol Street N.E. Suite 300
Washington, DC 20002-4290

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Email: jschermann@mwkog.org

From: [Burstein, Daniel \(DEQ\)](#)
To: info@longbridgeproject.com; amanda.murphy2@dot.gov
Cc: [Fulcher, Valerie \(DEQ\)](#)
Subject: RE: FRA/DDOT - Long Bridge Project - EIS Scoping Request
Date: Tuesday, September 06, 2016 7:09:19 AM

NRO comments regarding the Scoping Request for the **Federal Railroad Administration/District Department of Transportation - Long Bridge Project, located in Arlington, Virginia** are as follows:

- **Land Protection Division** – The project manager is reminded that if any solid or hazardous waste is generated/encountered during construction, FRA and DDOT would follow applicable federal, state, and county regulations for their disposal.

Air Compliance/Permitting - The project manager is reminded that during the construction phases that occur with this project; the project is subject to the Fugitive Dust/Fugitive Emissions Rule 9 VAC 5-50-60 through 9 VAC 5-50-120. In addition, should the project install fuel burning equipment (Boilers, Generators, Compressors, etc...), or any other air pollution emitting equipment, the project may be subject to 9 VAC 5-80, Article 6, Permits for New and Modified sources and as such the project manager should contact the Air Permit Manager DEQ-NRO prior to installation or construction, and operation, of fuel burning or other air pollution emitting equipment for a permitting determination. Lastly, should any open burning or use of special incineration devices be employed in the disposal of land clearing debris during demolition and construction, the operation would be subject to the Open Burning Regulation 9 VAC 5-130-10 through 9 VAC 5-130-60 and 9 VAC 5-130-100.

Virginia Water Protection Permit (VWPP) Program – The project manager is reminded that a VWP permit from DEQ may be required should impacts to surface waters be necessary. DEQ VWP staff recommends that the avoidance and minimization of surface water impacts to the maximum extent practicable as well as coordination with the US Army Corps of Engineers. Upon receipt of a Joint Permit Application for the proposed surface water impacts, DEQ VWP Permit staff will review the proposed project in accordance with the VWP permit program regulations and current VWP permit program guidance.

Water Permitting/VPDES Program/Stormwater: The project manager is reminded to follow all applicable regulations related to stormwater management and erosion and sediment controls.

Daniel Burstein
Regional Enforcement Specialist, Senior II
Virginia Department of Environmental Quality
Northern Virginia Regional Office
13901 Crown Court
Woodbridge, VA 22193
Phone: (703) 583-3904
daniel.burstein@deq.virginia.gov

Alexis Morris

From: Schwenke, Erik <Erik.Schwenke@MWAA.com>
Sent: Thursday, October 06, 2016 11:20 AM
To: 'amanda.murphy2@dot.gov'
Cc: info@longbridgeproject.com; Dermody, Jennifer; Wollard, Gregg; Susan.Stafford@faa.gov
Subject: Long Bridge Project EIS Scoping
Attachments: Longbridgemaxheights.pdf

Amanda,

On behalf of the Metropolitan Washington Airports Authority, I would like to provide you with the attached figure showing maximum allowed heights for the proposed Long Bridge Project based on airport critical surfaces. These heights are preliminary and are for planning purposes only. Additional coordination with the Federal Aviation Administration (including submittal of a Form 7460 – *Notice of Proposed Construction or Alteration*) would likely be required.

Please let me know if you have any questions or comments.

Sincerely,
Erik

Erik N. Schwenke
Environmental Planner



Office of Engineering
Planning Department
45045 Aviation Drive, 3rd Floor
Dulles, Virginia 20166
703-572-0268
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Long Bridge Project Maximum Heights



Maximum heights are for planning purposes only and a 7460 form must be filed with FAA

Appendix E:

Public Scoping Comments

Appendix E-1:

Public Scoping Comments Matrix

Long Bridge Project EIS - Public Scoping

COMMENT	TOPIC
<ul style="list-style-type: none"> Concerned about the coordination of this study with other major rail studies (District State Rail Plan, Southeast Highspeed Rail Study, etc.) and sponsors (FRA, DC, VA, Amtrak) 	Agency Coordination
Please keep ped/bikes VERY seperated from trains w/ barriers & distance to separate them.	Alternatives - Favor Barrier Between Bike/Ped & Rail
Good space - pity maps were aligned straight instead of following curve "L" shape of room would have allowed that, but that is only minor maps were very clear and helpful. For considerations of ped/bike lanes on long bridge please provide a solid barrier to prevent trespassing and also minimize wind blast from tains, not sure what track speed is, to minimize impact on ped/bikes	Alternatives - Favor Barrier Between Bike/Ped & Rail
I hope the maxiumum number of tracks can be provided with this opportunity.	Alternatives - Favor Four Tracks or More
I support the project. We need to invest in rail and public transportation. In particular, I support option 5A - 4 tracks & bike/ped connection. This is an investment for the next 100 years. Don't do it by halves.	Alternatives - Favor Four Tracks or More
<p>I would hope that the bridge improvement includes the capacity for an eventual 4-track crossing and future electrification. Project improvements should enhance, or at least not preclude nor negatively affect, a future trans-Potomac tunnel from the Amtrak First Street Tunnel Route south of Union Station leading to existing trackage south of the Project itself near the old Potomac Yard and possibly a someday Metro/VRE intermodal station there.</p> <p>My broad interest in this is one of being a long-time advocate for passenger rail transportation for the good of commuters, travelers, visitors, business, the freight railroads, traffic relief and the environment. My personal reason is that I have crossed Long Bridge thousands of times on trains and want to continue.</p>	Alternatives - Favor Four Tracks or More
<p>Thus, we strongly support the advancement of the Long Bridge study and ask that you look at what capacity improvements will be needed to increase movement in the Long Bridge corridor for the next 100 years! We believe what is needed at a minimum is railroad four tracks crossing the Potomac. This is a once in a generation type of project and it would be disappointing to underestimate the potential growth in rail over the decades to come as current generations of Virginians are moving away from the automobile at record numbers never before seen.</p> <p>On behalf of the Board of Virginians for High Speed Rail, thank you or taking the time to read our comments.</p>	Alternatives - Favor Four Tracks or More
<ul style="list-style-type: none"> When all passenger and freight demand factors are considered there is a need for at least a five track bridge, but the ROW only allows for four. The EIS needs to evaluate two river crossings in order to accommodate future freight and passenger traffic. 	Alternatives - Favor New Corridor
<p>I have consulted with experts in the field of freight. One suggestion is to build infrastructure between the freight tracks in the area near Eisenhower Avenue in Alexandria to connect with northward tracks of the old Anacostia line on the east side of the Anacostia River. This would free up capacity of Long Bridge for increased passenger rail use. It would also increase the safe transportation of passengers and lower the risk associated with freight rail derailments near a highly urban area. Such infrastructure could include tunneling from west of the Eisenhower Metro station under parts of Alexandria and the Potomac River and connect with a restored, improved version of the Anacostia Branch.</p> <p>I provide these comments as a citizen. I have not vetted the organization I am an officer of, the Virginia Association of Railway Passengers (www.varprail.org). Were I to have more time, I might try to gain the collective support of members of VARP.</p>	Alternatives - Favor New Corridor
This is a stupid idea justified w/ wishful thinking and over-optimistic projections. Long Bridge has stood for over a century, engineered to a far more durable standard than today's "value-engineered" crap construction. The NYC Hudson River Tunnels handle one train every 2 1/2 minutes - Long Bridge could too (maybe w/ some softward upgrades at Halethorpe or somewhere). Adding another track removes the exisitng work vehicle access lane needed for emergency vehicles, so should not be done. The 2040 usage projections are too speculative this far out. No build!	Alternatives - No Build
<p>Alternative to Long Bridge Project: 2nd Potomac Crossing: This alternative to the Long Bridge Project would add a 2nd rail crossing of the Potomac River southeast of Fredericksburg and bypass Washington, DC.</p> <p>I do not support this Alternative for these reasons:</p> <ol style="list-style-type: none"> 1. This alternative would be very expensive as it will require taking of land and houses by Imminent Domaine, building a long Potomac River crossing and re-constructing and adding track in Virginia and Maryland. 2. This alternative would do nothing for VRE commuter service between Fredericksburg and DC. 3. Because governments and CSX will have spent a lot of money in expanding the Virginia Tunnel to allow Double Stack trains in CSX's National Gateway Project, I believe that those entities would not likely support such an expensive alternative, which would be considered to be redundant. 4. Likewise, Norfolk Southern, who would benefit from the Long Bridge Project, would probably oppose this Alternative as they may see it as unfairly helping their major competitor, CSX. 5. The increase in passenger rail ridership and retention of some freight service will still likely require the expansion and replacement of the Long Bridge, as proposed. Therefore, the 2nd Potomac River Crossing Alternative would not be an "alternative" but an expensive, "addition" to the expansion. 	Alternatives - Oppose New Corridor

Long Bridge Project EIS - Public Scoping

COMMENT	TOPIC
I walk/run throughout Arlington/Alexandria/DC area - & I am excited about the options for the bridge that include bike & ped lanes. I am especially interested in connections to Long Bridge Pk, Mt. Vernon Trail, & SW DC/Maryland Ave, & on L'Enfant Plaza.	Alternatives - Provide Bike/Pedestrian Connectivity
We need to look at as many ways as possible to get bikes/epeds across the river - every bridge should have bike/ped connections.	Alternatives - Provide Bike/Pedestrian Connectivity
Accommodating bicycles as part of the Long Bridge Project presents an opportunity to move bicycle commuters crossing the river away from that intersection by terminating at Maryland Avenue, D Street, or 12th Street SW. This is a better solution – for both commuting and leisure cyclists – from the dual perspectives of safety and convenience. Bikes would be removed from the sidewalk at 15th & Maine, and instead enter the city at a point of significantly lower density and slower cars and pedestrians. Rather than bottlenecking at a dangerous intersection, they would be at a low volume point and diffuse themselves from there – whether they are headed to the Mall or Metro, Federal offices, or the new commercial development on the SW Waterfront. And this would help to debottleneck 15th & Maine for cars and tourists.	Alternatives - Provide Bike/Pedestrian Connectivity
Second, I do want our community to be more connected. Thus, pedestrian and bike access becomes very important and O hope that alternatives with increased local access are accepted. Specifically, a pedestrian/bike lane from Long Bridge Park to Mt. Vernon Trail and DC would be very helpful for residents and quests.	Alternatives - Provide Bike/Pedestrian Connectivity
First, we do want the park to be more connected. Thus, pedestrian and bike access George Washington Parkway and the Potomac River is very important and we hope that alternatives with increased local access are accepted. Specifically, a pedestrian/bike lane from Long Bridge Park to Mt. Vernon Trail and DC is needed.	Alternatives - Provide Bike/Pedestrian Connectivity
<ul style="list-style-type: none"> • Pedestrian and bike access from Long Bridge Park to Mt. Vernon Trail and DC is very important 	Alternatives - Provide Bike/Pedestrian Connectivity
<ul style="list-style-type: none"> • Recommends against further consideration of the most expansive alternatives considered in the Phase I study, such as those that would add general purpose automobile lanes at this crossing • Recommend focusing instead on less harmful options such as creating a new bicycle and pedestrian crossing 	Alternatives - Provide Bike/Pedestrian Connectivity
Good luck - looking forward to ped access!	Alternatives - Provide Bike/Pedestrian Connectivity
<ul style="list-style-type: none"> • We believe that the draft Purpose and Need for the Long Bridge Study is too narrowly focused on the needs of freight and passenger rail • Expanding the capacity, redundancy, and regional connectivity of the trail network should be a core element of the study's purpose and need statement and selection criteria 	Alternatives - Provide Bike/Pedestrian Connectivity
I would hope that the bridge improvement includes the capacity for an eventual 4-track crossing and future electrification.	Alternatives - Provide for Future Electrification
* Provision needs to be made for future overhead electrification of all tracks (structure clearances need to allow for it), as this is clearly the long-term future of all rail.	Alternatives - Provide for Future Electrification
Rail is the only sensible transportation option for the future, so it becomes imperative that we think for long-term solutions. Ideally, interstate passenger and freight trains could be rerouted from the congested Potomac crossing on the 14th Street bridge, while a restored or replacement bridge at that site would handle Metro and perhaps other commuter trains. This may double the cost, but increased ridership from southern Virginia, and the time savings for Amtrak and CSX would be significant. Please, no short-term solutions for this opportunity to move forward!	Alternatives - Separate Freight and Commuter Rail
Message:* Passenger tracks need to be separated from freight tracks. Freight delays cause trouble for passenger trains.	Alternatives - Separate Freight and Commuter Rail
SO a tunnel could lead to faster speeds which I think would be great as people want forms of transportation that are more fitted to their schedule. Building a tunnel though is likely to increase the envrionmental impact and going underground makes it seem more like metro and takes away having a view on the train.	Alternatives - Study Tunnel Alternative
Project improvements should enhance, or at least not preclude nor negatively affect, a future trans-Potomac tunnel from the Amtrak First Street Tunnel Route south of Union Station leading to existing trackage south of the Project itself near the old Potomac Yard and possibly a someday Metro/VRE intermodal station there.	Alternatives - Study Tunnel Alternative
<p>I am pushing for aesthetic lighting of the structure, whatever the final design may be.</p> <p>What I have been encouraging for the project is programable lighting-- solid, non-blinking-- that is considered in the final design.</p> <p>Colored lights on the New Long Bridge would make the bridge and its spectacular views even more of a destination. Visible from landing aircraft, passing Metro trains, cars on the Fourteenth Street Bridge, the riverbank pathways-- even upper Wisconsin Avenue in Georgetown-- the bridge lights could be programed for a variety of occasions. For example: pink for breast-cancer awareness, green on Saint Patrick's Day, red on Valentine's Day, DC team colors, and, perhaps most appropriately, red-white-and-blue for the Fourth of July.</p>	Environmental Concerns - Aesthetics

Long Bridge Project EIS - Public Scoping

COMMENT	TOPIC
Second, the design of the bridge is also important. For example, a pedestrian/bike lane on the upstream (north) side is different than the downstream (south) side. How the bridge connects with the park changes the way in which patron interact with the park. So we hope the alternatives are specific enough to comment on the nature of the connections. Likewise a "cheap ugly" bridge would be a different partner than a new well designed bridge. We would encourage the area and the national significance of the bridge to be recognized in the architecture of the bridge.	Environmental Concerns - Aesthetics
I worry about impacts of construction on GW Parkway and airport access. Good Luck!	Environmental Concerns - Construction
As a resident of Crystal City, I have many concerns about the design of the new Long Bridge. Clearly a new bridge is needed and I want the best transportation system possible. On the other hand, the project has many impacts and we want to make sure it adds to our community.	Environmental Concerns - General
<ul style="list-style-type: none"> EIS must thoroughly evaluate potential impacts to these resources, as well as options to avoid and minimize these impacts as required for reviews under these statutes. Study should carefully balance the needs for expanded rail capacity at Long Bridge against potential impacts 	Environmental Concerns - General
<ul style="list-style-type: none"> Concerned about impacts to Roaches Run, other parks, wildlife and vegetation 	Environmental Concerns - Natural Environment
First, I am concerned about train noise. This comes from both the blowing of whistles at the VRE station to the actual noise of the trains. Several alternatives have different impacts on our community. For example, if the tracks near Crystal City were put underground to reach a tunnel, then the train noise would decrease. Thus, one advantage of a tunnel is the lowering of the impact of the trains on Crystal City. If a large increase in train traffic is planned, then I would hope some additional measures to decrease the noise to the community would be taken.	Environmental Concerns - Noise
<ul style="list-style-type: none"> Concerned about train noise, would like to see consideration of measures to decrease noise impact 	Environmental Concerns - Noise
Lastly, I have many concerns about the environment. Depending on the exact route and plan, Roaches Run and other parks will be impacted. For the next 100 years, we will have to live with the new bridge and we hope this will not have adverse impacts on local wildlife and vegetation.	Environmental Concerns - Parks
<ul style="list-style-type: none"> Concerned about impacts to Roaches Run, other parks, wildlife and vegetation 	Environmental Concerns - Parks
* Sea level rise from global warming, and increased storm surge risk, must be taken into account when choosing the bridge height (and the design of the approaches).	Environmental Concerns - Sea Level Rise
The layout and location of the meeting were well selected. The room was easy to get to with the signs and the way the boards were set up made it easy to follow.	Public Outreach
Good presentation of the EIS needs & timeline. Good maps for marking/providing comments.	Public Outreach
The space was a bit dim but the posters were large and easy to read. On the website & newspaper ad if people needed accommodations they were directed to Cesar if needed	Public Outreach
1. NOI was poorly written. Purpose and Need ok, but could not discern the proposed action. 2. Posters also not particularly informative. Lead agency not identified, nor was relationship of DDOT, FRA, CSX, VRE explained. 3. Took me asking people w/ name tags to get someone's attention to provide info. People staffing the posters more focused on talking to one another than on public. 4. When I did get someone to answer questions, there were able to answer some of them, but I was told I needed to go to the website to read the "dated" feasibility study to find out more info on the potential alternatives. 5. Liked the big aerials that public could use to ID resources or make comments, but no one providing guidance	Public Outreach
Very nice presentation boards detailing the project & early studies/information. Also welcoming, knowledgeable project team on-hand providing assistance and beneficial information	Public Outreach
I think once the study is done on why this project needs to get done especially the bit about trains no longer being on time is important. As for the EIS, I think it was well explained and allowing people to comment on the plan was a good idea.	Purpose and Need - Increase Capacity/Rail Congestion Concern
Cross-over of VRE and/or MARC would be a huge bonus, plus capacity for reverse commute for VRE.	Purpose and Need - Increase Capacity/Rail Congestion Concern
I support car, street car/bus, & additional track capacity as well. Current trains back up in my neighborhood & traffic backs up @ 14th St. Bridge. I worry about impacts of construction on GW Parkway and airport access. Good Luck! P.S. I am Chair of Arlington PAC & will share info w/ staff & E2C2 members of PAC.	Purpose and Need - Increase Capacity/Rail Congestion Concern
Any temporary construction disturbances will be more than made up for by increased capacity for passenger and freight trains.	Purpose and Need - Increase Capacity/Rail Congestion Concern
Need for Replacement and Expansion of Long Bridge: This project is absolutely essential to allow for the expansion of passenger (Amtrak, Virginia Railway Express) and freight (CSX, Norfolk Southern) services expected by 2040 and to allow for increased frequency and reliability of these services and to minimize the costs of projects for cars and trucks that would be needed if there were no Long Bridge Project.	Purpose and Need - Increase Capacity/Rail Congestion Concern

Long Bridge Project EIS - Public Scoping

COMMENT	TOPIC
<ul style="list-style-type: none"> Long Bridge must consider the potential increase in passenger demand from high speed rail and planned increases in commuter rail, including run-trough trains, which will increase estimated rail traffic. The current estimates of trains using the Bridge now are not accurate and thus impact the 2040 estimates and capacity analysis. 	Purpose and Need - Increase Capacity/Rail Congestion Concern
<p>The Long Bridge is one of the biggest bottlenecks impacting the trains leaving or entering Virginia. From today to 2040 it is only going to get worse. The number of trains anticipated to travel over the Long Bridge is expected to grow 159 percent! This will leave no elasticity or redundancy in our rail network to deal with any problems that may arise.</p> <p>While Virginia is served by four of the top seven best performing Regional routes in Amtrak's entire network; getting from Alexandria's King Street station to Washington's Union Station is precarious at best and downright frustrating at worst. Your study team estimates that on-time performance for our Amtrak trains getting across the Long Bridge is 69 percent today, and that it is projected to drop to 16 percent by 2040. Reliability is a key issue for VHSR and we have seen the reliability of our trains have a quantifiable impact on their ridership, which further increases the operational investment needed from the taxpayers of Virginia. We cannot afford to allow that to get any worse.</p>	Purpose and Need - Increase Capacity/Rail Congestion Concern
<ul style="list-style-type: none"> Long Bridge is a chokepoint that constrains potential growth of passenger and freight rail while demand continues to rise 	Purpose and Need - Increase Capacity/Rail Congestion Concern
<p>Please consider extending the "Long Bridge Project Study Area" 0.5 miles further south to study a potential new dual platform Crystal City VRE station that also provides access between DCA and Crystal City. (See Attached) Interactive Link: goo.gl/yIgcSV</p> <p>This improvement will provide additional options for passengers and employees to access the airport that is experiencing significant traffic jams. http://wtop.com/travel/2016/01/officials-seek-solutions-to-reagan-national-traffic-jams/</p> <p>In addition, Arlington County is planning to invest over \$60 Million dollars in a Crystal City Metro Station Second Entrance that may not be needed if the peak VRE Passengers currently using the Crystal City Metrorail Station are reallocated to the underutilized DCA Metrorail Station.</p>	Purpose and Need - Extend Study Area
<p>As a VA Resident who took VRE in during Safetrak, I noticed how comfortable & generally fast the ride was in VA, but how slow & bumpy it would be in DC, particularly between L'Enfant & Union. Although that track is limited due to its sharpness, faster speeds (as possible) could be appreciated.</p>	Purpose and Need - General Project Support
<p>Environmental Impacts:</p> <p>The expansion of the tracks in the Study Zone will have some environmental impacts. However, as in past projects in the Study Zone, these impacts should be easily mitigated. Also, the expansion of passenger and freight trains at the existing crossing will take cars and trucks off the roads, a positive environmental impact.</p> <p>Economic Impacts:</p> <p>The expansion and replacement of the Long Bridge will have many positive, economic impacts as the rails move more passengers and freight and create more good paying jobs.</p>	Purpose and Need - General Project Support
<ul style="list-style-type: none"> Recognizes the Long Bridge Project as a critical project for DC 	Purpose and Need - General Project Support
<ul style="list-style-type: none"> Clearly a new bridge is needed and we want the best transportation system possible 	Purpose and Need - General Project Support

COMMENT	TOPIC
<p>I think this is as good a time as any to provide some comments that transcend the immediate project area (i.e., the Long Bridge that traverses the Potomac River). I think the use of the bridge for freight rail and passenger rail opens up a larger issue of how freight is moved in and around Washington, DC.</p> <p>The amount of goods being moved by freight nationally and locally is increasing in many categories of goods (clearly not all categories, e.g., movement of coal). In this writer's opinion, use of rail systems to move goods or passengers has significant public benefit.</p> <p>There is an increasing preference for use of passenger rail systems. (Such systems, of course, need to be there for passengers to use them.) Many anticipate increases in use of passenger rail systems into and through Washington, DC. Therefore, this document should consider what the "bigger picture" for freight movement around Washington is and identify other ways to increase the safe transport of goods via freight that may accomplish the same objective. Having stated that, this writer believes there are reasons enough to go forward with improvements and/or replacement of Long Bridge given engineering analyses made of the condition of the bridge.</p>	<p>Purpose and Need - General Project Support</p>

Long Bridge Project EIS - Public Scoping

COMMENT	TOPIC
Consider decking over [between 12th St SW and 12 St Expressway] to reconnect grid & provide more pedestrian access	Alternatives - Deck Over/Reconnect Street Grid
Bury/deck [between 12th St Expressway and L'Enfant Plaza]	Alternatives - Deck Over/Reconnect Street Grid
Consider tunnel [at L'Enfant Plaza] to reconnect urban fabric at grade	Alternatives - Deck Over/Reconnect Street Grid
Bury/Tunnel [between 6th St and 4th St]	Alternatives - Deck Over/Reconnect Street Grid
Tunnel/return to street grid [between 4th St and 3rd St]	Alternatives - Deck Over/Reconnect Street Grid
Deck over [I-395] please	Alternatives - Deck Over/Reconnect Street Grid
Tunnel [Amtrak to Union Station line at Washington Ave]	Alternatives - Deck Over/Reconnect Street Grid
Tunnel/Return to street grid [CSX to Maryland Line parallel to SW FWY]	Alternatives - Deck Over/Reconnect Street Grid
For bike/ped access on new bridge provide absolute barrier to keep separated from trains	Alternatives - Favor Barrier Between Bike/Ped & Rail
Keep ped/bike separated from CSX tracks	Alternatives - Favor Barrier Between Bike/Ped & Rail
[VRE Crystal City] Station Underground	Alternatives - Improve Stations
New underground VRE/MARC Station	Alternatives - Improve Stations
Better integration of VRE and Metro Station platforms should connect vertically	Alternatives - Improve Stations
Connect VRE/L'Enfant Station with Metro @ L'Enfant	Alternatives - Improve Stations
Consider Center Platform	Alternatives - Improve Stations
This [Long Bridge Park Spur] is designed for a ped/bike access to rail tracks	Alternatives - Provide Bike/Pedestrian Connectivity
Extension to connect to Long Bridge Park	Alternatives - Provide Bike/Pedestrian Connectivity
Arlington's CIP includes extension of Long Bridge Park to GWMP and future study of link trail to "a" Potomac Crossing	Alternatives - Provide Bike/Pedestrian Connectivity
Ped/Bike connection to Long Bridge Park	Alternatives - Provide Bike/Pedestrian Connectivity
NPS Capital Region Paved Trail Study includes recommendation to connect Long Bridge Park to GWMP. Could be done via Long Bridge.	Alternatives - Provide Bike/Pedestrian Connectivity
Connection between Long Bridge Park and GWMP with signature bike/ped bridge	Alternatives - Provide Bike/Pedestrian Connectivity
Connection to Mt. Vernon Trail	Alternatives - Provide Bike/Pedestrian Connectivity
Trail user counts are available for Arlington County (automated)	Alternatives - Provide Bike/Pedestrian Connectivity
Ped/Bike connection	Alternatives - Provide Bike/Pedestrian Connectivity
Bikes and pedestrians to/from Virginia must cross at an intersection [Ohio Dr] that's often crowded with fast cars. Allowing bikes on railroad bridge mitigates this.	Alternatives - Provide Bike/Pedestrian Connectivity

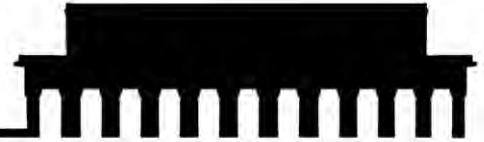
Long Bridge Project EIS - Public Scoping

COMMENT	TOPIC
Bike/Ped Access at L'Enfant	Alternatives - Provide Bike/Pedestrian Connectivity
Impact on boats	Environmental Concern - Navigation
Train Noise Significant [at Crystal Park North]	Environmental Concern - Noise
ROW available 150' or 180'?	Environmental Concern - ROW
Design issues with clearing Mandarin Hotel	Environmental Concern - ROW
Construction impact on GWMP?	Environmental Concerns - Construction
Bald Eagle Nest [at Roaches Run]	Environmental Concerns - Natural Environment
This lot [undeveloped parking lot between I-395 and Washington Ave] could contribute to the taxbase in the form of residential and commercial	Miscellaneous
Do we need a highway here [SW FWY]? Make a Blvd!	Miscellaneous
Maximize number of tracks to be built with this opportunity	Purpose and Need - Increase Capacity/Rail Congestion Concern
Wharf Dev[elopment] will bring thousands of apartments and a seperated bike lane on Maine (N-S)	Purpose and Need - Increase Capacity/Rail Congestion Concern

Appendix E-2:

Public Scoping Submissions from Organizations

The Committee of 100 on the Federal City



www.committeef100.net

October 13, 2016

Founded 1923

Chair

Nancy J. MacWood

Vice-Chair

Stephen Hansen

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George Idelson

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Elizabeth Purcell

Laura M. Richards, Esq.

Marilyn J. Simon

Pat Tiller

Frank Vespe

Bill Wright

945 G Street, N.W.

Washington, D.C. 20001

202.681.0225

info@committeef100.net

Amanda Murphy, Environmental Protection Specialist
Federal Railroad Administration
1200 New Jersey Ave., SE
Washington, DC 20590

Dear Ms. Murphy:

We are pleased to provide the following comments on the Long Bridge EIS Scoping Process. These comments are consistent with issues identified in a letter to the District of Columbia's program manager, Ms. Anna Chamberlin, at a more preliminary stage of the analysis. These earlier comments are attached. Our comments today also have been transmitted separately to the District Department of Transportation.

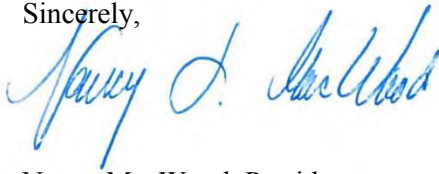
We are keenly aware that this study is being done at the same time as there are several other major rail studies underway, which also are looking at the use of the Long Bridge and the approaches to it from Union Station, the Virginia Avenue Tunnel and Alexandria VA. In this context, we have concerns as to how those studies are being coordinated among the several sponsors, which include the Federal Railroad Administration, the District of Columbia, the Commonwealth of Virginia, the Federal Railroad Administration, the Amtrak, and certain civic and local development interests interested in restoring Maryland Avenue to its original right of way. Chief among these issues is the current and future use of the Long Bridge, the technical and functional capacity of the Bridge, and the capacity constraints of the Bridge and its approaches. As is noted in comments that are attached for your consideration, there is inconsistent information among the several studies on these "facts" and there are indications that not all major stakeholders are always involved in the relevant studies¹. These inconsistencies and

¹ Currently, we know of the following studies, in addition to the Long Bridge Study, that are looking at some of the same trackage and access: three separate studies involving Union Station and two of these involve multimodal access to the Station, one involves rail access; the District's State Rail Plan; the VDRPT and FRA's Southeast High Speed Rail Study: Richmond to Washington, DC; on-going engineering studies for the VRE on access to DC. There also have been a number of recent studies covering part or all of the same real estate including: the VDRPT's 2006 Washington DC to *Richmond Three Track Feasibility Study*, the *VRE 2040 System Plan*; and the MARC Growth and Investment Plan.

coordination issues pose a major impediment to an effective study, and we urge you to work with partner agencies in trying to reconcile these matters.

We thank you for the opportunity to comment and look forward to working with you throughout the study. Please contact Monte Edwards at 202-543-3504 or Monte.Edwards@verizon.net or Sarah Campbell at 202-841-6272 or sccampbell@verizon.net if you have specific questions or other concerns.

Sincerely,



Nancy MacWood, President

Attachments (2):

Letter to Chamberlin

Committee of 100 Comments

Cc: Councilmember Cheh
Director Dormsjo
By email to: [info @longbridgeproject.com](mailto:info@longbridgeproject.com)



Comments of the Committee of 100 on the Federal City on the Scoping of the Long Bridge EIS

October 13, 2016

The Committee views the Long Bridge Environmental Impact Study as a critical transportation and urban development project that can result in increased transportation options for the Nation's Capital that will be sorely needed as the City and the Region continue to grow. The comments that follow reflect our concern that increased attention must be given to rail transportation in providing for increased personal and business travel in the region. We also recognize the need for adequate and safe freight transportation in and through the Region and suggest new ways that passenger and freight rail may be accommodated.

We are keenly aware that this study is being done at the same time as several other major rail studies that also are considering the use of the Long Bridge and the approaches to it from Union Station, the Virginia Avenue Tunnel and Alexandria VA. In this context, we have concerns as to how those studies are being coordinated among the several sponsors, which include the Federal Railroad Administration, the District of Columbia, the Commonwealth of Virginia, Amtrak, and certain local civic and development interests who are seeking to restore Maryland Avenue to its original right of way¹. Chief among these issues is the current and future use of the Long Bridge, the technical and functional capacity of the Bridge, and the capacity constraints of the Bridge and its approaches. As is noted in these comments, there is inconsistent information among the several studies on these "facts" and there are indications that not all major stakeholders are always involved in the relevant studies². These inconsistencies and coordination issues pose a major impediment to an effective study, and we urge the agencies to work to reconcile these matters.

¹ The restoration of Maryland Avenue to the L'Enfant Plan ROW is called for in the District's Maryland Avenue Southwest Plan and the SW Ecodistrict Plan.

² Currently, we know of the following studies, in addition to the Long Bridge Study, that are looking at some of the same trackage and access: three separate studies involving Union Station and two of these involve multimodal access to the Station, one involves rail access; the District's State Rail Plan; the VDRPT and FRA's Southeast High Speed Rail Study: Richmond to Washington, DC; on-going engineering studies for the VRE on access to DC. There also have been a number of recent studies covering part or all of the same real estate including: the VDRPT's 2006 Washington DC to *Richmond Three Track Feasibility Study*, the *VRE 2040 System Plan*; and the MARC Growth and Investment Plan.

Following are our specific comments on these key Long Bridge EIS issues:

1. Long Bridge must consider the potential increase in passenger demand from high speed rail and planned increases in commuter rail, including run-trough trains, which will increase estimated rail traffic.
2. The current estimates of trains using the Bridge now are not accurate and thus impact the 2040 estimates and capacity analysis.
3. When all passenger and freight demand factors are considered there is a need for at least a five track bridge, but the ROW only allows for four.
4. The EIS needs to evaluate two river crossings in order to accommodate future freight and passenger traffic.

The Limitations of the Long Bridge in the Context of High-Speed Rail Must be Addressed In This Study.

In 2006, the Virginia Department of Rail and Public Transportation (DRPT) issued its *Three Track Feasibility Study*³ that addressed rail service between Richmond and Union Station.⁴ The Study pointed out that “the Long Bridge across the Potomac River in Washington, D.C. imposed major constraints that would require substantially greater analysis and coordination with an expanded stakeholder base before a decision can be made as to if and when to proceed with a third track” (*Three Track Feasibility Study*, page 2-1). The study pointed out that elements of third track expansion had been constructed or planned over a substantial part of the route, but the Long Bridge constraints had yet to be addressed (*id.* page 5-10):

“[T]he addition of third track capacity to the existing double track bridge over the Potomac River has not been programmed. DRPT anticipates the need to prepare a comprehensive EIS if a new crossing of the Potomac River is proposed.”

To begin the preparation of such an Environmental Impact Statement in 2015, DRPT, together with the Federal Railroad Administration issued the *DC to Richmond Southeast High Speed Rail Scoping Summary Report* (page 1-1):

The Federal Railroad Administration (FRA) and Virginia Department of Rail and Public Transportation (DRPT) propose passenger rail service and rail infrastructure improvements in the north-south travel corridor between Washington, D.C. and Richmond, VA. These passenger rail service and rail

³http://www.dc2rvairail.com/files/3214/6680/4418/Washington_DC_to_Richmond_Third_Track_Feasibility_Study.pdf

⁴ The Study explained (Executive Summary, page 3) that the current Operating Agreement between CSX and VRE for the operation of commuter trains from Fredericksburg to Washington stipulates that a third track must be built for the entire VRE service area before additional commuter train frequencies can be implemented. The Operating Agreement further states that these improvements will be made at no cost to CSX.

infrastructure improvements are collectively known as the Washington, D.C. to Richmond Southeast High Speed Rail project (DC2RVA).

* * *

The Project is part of the larger Southeast High Speed Rail (SEHSR) corridor, which extends from Washington, D.C. through Richmond, VA, and from Richmond continues east to Hampton Roads (Norfolk), VA and south to Raleigh, NC and Charlotte, NC, and then continues west to Atlanta and south to Florida.

While the DC to Richmond Southeast High Speed Scoping Summary Report included DC in its title, it in fact ended at the south end of the Long Bridge and did not address the Long Bridge or how to get to Union Station (<http://www.fra.dot.gov/Page/P0729>).⁵

The Report received extensive comments from Virginia agencies, counties and cities, but no comments from Washington, DC (*id.* pages 4-3 – 4-5). The reason for Washington DC not being involved is not known. One possibility is the fact that there was a separate Union Station study as indicated by the response to the public comment that the layover at Union Station to change locomotives is, and would continue to be, a major disincentive to rail travel in the corridor (*id.* Page 4-8):

Response: *Under the current operations, the layover in Washington, D.C. is required to transfer between electric and diesel-electric locomotives. In the future, it is possible that a dual mode locomotive will be developed that allows for high speed electrified service in the Northeast Corridor to continue south of Washington with diesel-electric operations, eliminating the need for a locomotive change at Washington Union Station. New Jersey has begun to use such a technology, which would require further advancement to be applied to Virginia service. While operations within Union Station are not part of this Project, Amtrak and other stakeholders are conducting a separate project to develop and implement a Master Plan for Union Station. One of the goals of this separate project is to streamline rail movements in and out of the congested station.* (Emphasis added).

Even though Union Station is the subject of a separate study, trains would have to cross the Long Bridge to get to Union Station, and the major constraints imposed by the Long Bridge and the tracks leading to Union Station would still have to be addressed.

That means we now have the on-going study for high-speed rail from Richmond to Washington that does not include the Long Bridge and the on-going Long Bridge study that does not include high-speed rail.

⁵ The current website for this project, <http://www.dc2rvairail.com/about/>, a part of the 500 mile SEHSR project, now states that the northern terminus of the project is no longer Union Station, but the terminus is now defined as Arlington, Virginia.

The Number of Cross-River Train Trips Needs to Be Reconsidered

The study's quantification of the number of trains that will use the Long Bridge understates the number of trains that currently use the bridge and understates the number of trains that will use the bridge in 2040.

Current Usage

The 2006 DRPT *Three Track Feasibility Study*, stated that on average 81 trains/day came across the Long Bridge, sometimes peaking to 88 trains/day. What was presented in the September 14, 2016 scoping study, now ten years later, is a total of 74 trains/day. That does not appear reasonable - current level of usage of the bridge is not lower than it was ten years ago – it is higher. VRE has added 14 daily trains and Amtrak has added six daily trains⁶. The September 14, 2016 presentation shows CSX is operating five trains a day fewer than they were in 2013⁷ however, there are methodological issues and, while the railroad industry suffered traffic declines due to temporary economic conditions in late 2015 to today, the longer term trends and the CSX investments show increasing traffic into 2040. This aberration needs to be described in the study.

The projected number of train trips that will use the Long Bridge in 2040 will determine the number of cross-river tracks that will be required to meet that demand⁸. The C100

⁶ According to the 2006 *Third Track Feasibility Study*, (Chapter 1, page 3) CSX was operating 25-30 freight trains per day, and VRE was operating 14 trains per day and Amtrak operated an average of 18 intercity trains per day. The September 14, 2016 Presentation shows 32 VRE and 24 Amtrak trains now use the bridge.

⁷ The 2013 Long Bridge Presentation quantified the number of CSX trains using the bridge in 2013 at 23 trains per day. The September 14, 2016 presentation quantifies 18 CSX trains per day, a lower number for CSX than was quantified in either the 2006 Third Track Feasibility Study or the 2013 Long Bridge presentation.

⁸ Currently CSX is increasing the use of double-stacked container trains on its system. Existing height limitations are being resolved with the National Gateway Project that includes rebuilding the Virginia Avenue tunnel to provide two-way tracks and sufficient height for double-stacked container trains. But for now, and until the Virginia Avenue tunnel reconstruction is complete, only standard height freight trains can go through DC.

On a system-basis, over 40% of the total CSX carloads are moved by containers: <https://www.csx.com/index.cfm/investors/aar-reporting/>. But none of the double-stacked containers can come through DC – they are being re-routed around the City. How does this affect the current and near-term quantification of CSX trains using the Long Bridge?

CSX has argued that double-stacked container trains can carry more goods, and thus fewer trains will be required. But containers don't carry coal, petroleum, crushed stone, sand and gravel – they carry high-value goods, such as electronics, auto parts and consumer goods. Once the Virginia Avenue tunnel is complete and double-stacked containers come through the City, it appears that, in large measure, the current amount of freight traffic will increase and thus, the number of trains will increase. This scoping study should

respectfully submits that these projections must have a sound beginning point, based on actual current numbers and trends. There is no sound basis for the stated number of current CSX trains that use the bridge.⁹

Projected Usage in 2040 –CSX

Compared to the initial 2013 Long Bridge study, the number of CSX trains projected to cross the Long Bridge in 2040 has decreased from 46 to 42. But how was the increased capacity provided by the Virginia Avenue tunnel that will clearly be in service well before 2040, taken into account?

Another factor that will increase the number of CSX (and probably NS as well) trains is the much greater capacity of the expanded Panama Canal. CSX stated in the Virginia Avenue Tunnel DEIS at p.2-6:

As the largest freight railroad company on the east coast, CSX is anticipating the impact of the expanded Panama Canal on freight transportation demand from east coast ports, and is anticipating the need to carry a greater amount of freight between east-coast ports and Midwest markets.

But CSX has not quantified that increase of “freight transportation demand” and has elected not to provide information about the number of CSX trains that are projected after the Panama Canal expansion is completed when the number of CSX trains is likely to exceed the 42 trains a day that is presented in this study.¹⁰ In 2005, the FRA estimate of over 56 trains was based on CSX’s 2005 growth prediction, without considering the Panama Canal expansion. It is an understatement of what will happen after CSX begins carrying increased freight when the larger container ships begin arriving at Newport News and Newark/New York. Originally, Baltimore was preparing its harbor to receive the larger Panama ships, but since CSX could not get approval of the intermodal transfer

conduct careful traffic analyses to quantify the effect of the shift to double-stack containers, and to determine how it will affect CSX freight traffic in 2040.

⁹ A possible explanation for the variability and inconsistency of the CSX numbers dates back to December 2013. At an open house presentation, the Michael Baker consultant that prepared the Long Bridge Study projections explained that CSX insisted on a nondisclosure agreement under which only Michael Baker would be allowed to see the freight projection data, and Michael Baker was required to “sanitize” the data for any public use. What CSX gave Michael Baker was not the projected number of trains, but rather the amount of freight, by category and by tonnage. Michael Baker thus had to convert that into the number train cars required to haul that amount of freight, and estimate the number of train cars and locomotives that would make up a single train. How they took into account the empty train cars (a train car travels loaded in one direction and then returns empty) was not explained.

¹⁰ In 2005, the Federal Railroad Administration issued its Report to Congress: Baltimore’s Railroad Network: Challenges and Alternatives, and projected that the number of CSX trains traveling between Washington and Baltimore will increase from 33 trains a day in 2012 to a high of 56 trains a day in 2050. Page 4-13. This projection, performed in 2005, did not take into account the increased freight that will result from doubling the capacity of the Virginia Avenue Tunnel or from expansion of the Panama Canal.

facility, freight destined for Baltimore and points west will now come into Newport News and be transported through DC to points north and west. Much of that freight increase will likely be carried by CSX and may also be carried by Norfolk Southern. In other words, we will see a lot more freight coming through Washington, DC. This EIS needs to carefully consider how freight will affect passenger and commuter rail on tracks shared with CSX

Projected Usage in 2040 – High Speed Rail

This Long Bridge Study includes MARC, VRE, CSX, NS, and purports to encompass Amtrak. But it only addresses a part of Amtrak: Amtrak Regional and Amtrak Intercity. It does not address Amtrak Acela or any form of Amtrak high speed rail. For the purpose of determining the usage of the Long Bridge in 2040, the projected number of trains needs to include Amtrak's high-speed trains. Based on current published schedules,¹¹ between Washington, DC and New York Acela now operates hourly, between 5 AM and 8 PM northbound (16 trains), and from 6 AM to 9 PM southbound (16 trains) for a total of 32 trains per day. This means that by 2040 we can expect 52 high-speed trains between Washington and New York, but only 17 daily high speed trains will need to cross the Potomac River to proceed on to Richmond each work day¹².

Projected Usage in 2040 – MARC

The projected 2040 usage of the Long Bridge now includes 8 daily trains for MARC. But, according to MARC's *Growth and Investment Plan* (Sept 2007), by 2020, and continuing to 2040, MARC plans to have trains on the Penn Line cross the Potomac and

¹¹ <https://www.amtrak.com/ccurl/375/809/Northeast-Schedule-W02-091716.pdf>

¹² Between in 2021 and 2022, Amtrak will retire its existing 20 *Acela* train sets and replace them with 28 new *Avelia Liberty* train sets that will have one-third greater seating capacity, operate at higher speeds and the new trains will operate half-hourly New York-Washington service at peak hours. Defining peak hours as ending at 9 AM and resuming at 3 PM means there will be 10 additional trains each way on workdays, for a total of 52 trains per day. As to how many will continue to Virginia will require careful analysis and consultation with Amtrak, but right now the EIS has no high-speed trains continuing to Richmond. For purpose of these comments, the number of high speed trains that will proceed Washington to Richmond will likely be similar to the number that proceed from New York to Boston. Both Richmond and Boston are state capitals and are similar in terms of the need for high-speed rail given institutions that attract high levels of visitors. Both are served by international airports and heavily congested interstate highways (Boston I-84 and I-90, Richmond I-95). Both are centers of finance and law with both being homes to federal Circuit Courts (Boston - USCA 1st Circuit, Richmond - USCA 4th Circuit), Federal Reserve Banks and other regional institutions. They are similar in size and population. The land area of Boston is about 48 square miles and Richmond is 60 square miles. Greater Richmond has a population of 1.26 million, and while the city of Boston has a population of less than a million, during the workday Boston has a population of 1.2 million persons.

Currently, 5 daily high speed trains travel between New York and Boston in each direction (<https://www.amtrak.com/ccurl/53/1020/Northeast-Schedule-W04-091716.pdf>) for a total of 10 trains per day, or about a third of the high speed trains that travel between New York and Washington. Applying this factor to the increased number of new high speed trains (52/day) would mean about 17 high speed trains will need to cross the Potomac each day in 2040.

continue to Alexandria. By 2040, MARC is projecting 52 round-trip trains on the Penn Line but not all of them will cross the Potomac and continue to Alexandria. For the purpose of this study, an estimate of 34 MARC trains crossing the Potomac each day should be used.¹³

By thru-running MARC through Union Station to Virginia and, likewise, running VRE through Union Station to Maryland, commuter rail could provide a useful increase in transportation capacity. Further, currently, VRE and MARC end their morning runs at Union Station, and then overcrowd the Union Station rail yard by parking their trains at Union Station until time for the evening rush hour out of Union Station. By thru-running MARC and VRE through Union Station, the overcrowding of the rail yard would be reduced and the efficiency of Amtrak operations would be improved.

The Need is for At Least a Five Track Bridge

In the initial Long Bridge study (December, 2013), the maximum capacity of a 4-track rail bridge was quantified at 187 trains per day.

2040 Build Level of Service (4 Tracks)

Period	Freight	Passenger	Total	Capacity	V/C
Peak	8	62	70	70	1.00
Off Peak	26	70	96	117	0.82
Daily Total	34	132	166	187	0.89

At the September 14, 2016 open house, the number of daily trains in 2040 is projected to be 192, thus exceeding the 187 trains per day at near capacity of a four track bridge and meaning a rail bridge with five or more tracks will be required:

¹³ Currently, MARC trains have an average weekday ridership of over 36,000. Current plans of MARC call for ridership to increase to 75,000 daily riders by 2040 (*MARC Growth and Investment Plan Update 2013 to 2050*, September 9, 2013), which will require approximately twice the number of trains that MARC now operates on the Penn, Brunswick and Camden Lines. The Penn Line currently runs 26 round-trip trains on week days from Baltimore to Union Station and by 2040, there would be 52 daily round trip trains on the Penn Line but not all of them would thru-run to Alexandria. For purpose of these comments, let us make the same assumption that the number of MARC trains that will proceed to Virginia will be similar to the ratio of high speed trains that proceed from New York to Boston that amounts to about a third of the high speed trains that operate between Washington and New York. Thus there would be 17 roundtrips or 34 river crossing per work day

TRAIN OPERATOR	CURRENT # TRAINS/DAY	2040 # TRAINS/DAY	PERCENT INCREASE
CSXT	18	42	133%
Amtrak	24	44	83%
VRE	32	92	188%
MARC	0	8	—
Norfolk Southern	0	6	—

Thus, even before corrections to the 2040 projections described above are taken into account, a four-track rail bridge will be inadequate. In fact, there will be 17 high-speed Amtrak trains and 34, rather than 6, MARC trains that are not reflected in the current 2040 projections, (even without any upward adjustment for CSX) for an increase of 45 trains in 2040, resulting in a total of 237 train crossing the Potomac in 2040. Thus some version of Option 8 – all of which contemplate five or more tracks - needs to be the focus of this study.¹⁴ Additionally, adjusting the CSX usage upwards would indicate that a 6-track bridge will be needed in 2040, and with a bridge that size, it would appear prudent to plan on two bridges and ask the question about where to locate the second Potomac River crossing.

The Southwest Right of Way Cannot Accommodate More than Four Rail Tracks

The Southwest right-of-way limits the future commuter, passenger and freight rail that will cross the Potomac River. The rail tracks from Virginia are double-tracked across the Long Bridge and in Southwest until they reach 12th Street, SW where they become triple-tracked, with double-tracks for passenger and commuter trains branching off to the north to Union Station through the First Street Tunnel. Double tracks for freight trains continue east to the Virginia Avenue tunnel that is now being double tracked. Previous and ongoing plans assume that expansion of the Long Bridge and the provision of four tracks in Southwest for freight and passenger rail will accommodate freight, passenger and commuter rail.¹⁵ *But because of the narrow width of the depression in which the*

¹⁴ Using the 2013 capacity criteria that indicates four tracks can accommodate 187 trains, or about 48 trains per track, the 45 additional MARC and high-speed Amtrak trains will require an additional track on the new bridge.

¹⁵ The current Union Station Expansion EIS process also ignores evaluation of the Southwest tracks. The Union Station Master Plan (July 25, 2012) contemplates tripling the number of rail users (p. 24), extending high speed rail to Virginia, North Carolina and the southeast United States (p. 22), and to accomplish this, Phase 4 of the Plan would provide 8 tracks within Union Station to serve high-speed rail to the south, bi-level VRE trains, and the Amtrak Superliner (pp. 4, 11). But the study area for the Union Station project

tracks are located along Maryland Avenue, the three Southwest tracks cannot be expanded to the 6 tracks that will be require to accommodate the level of 2040 rail traffic. Even if the Southwest tracks could be expanded to four tracks, the recent decision to enlarge the Virginia Avenue tunnel to permit two-way CSX operations will likely mean much greater CSX freight traffic on the Southwest tracks to the further detriment of passenger and commuter rail operations on the Southwest tracks. Separation of commuter rail and Amtrak from freight rail with a new, separate river crossing for freight would relieve these capacity constraints¹⁶. The Long Bridge EIS needs to address separation of freight from passenger and commuter rail south of Union Station.

The scope of this EIS encompasses most of the Southwest track (from the Long Bridge to Control Point Virginia Interlocking, near 3rd Street, SW) but does not address the fact that because of the narrow width of the depression in which the tracks are located along Maryland Avenue, the Southwest tracks cannot be expanded to four tracks using current rail design criteria. The alternative configurations for the replacement Long Bridge that were presented on December 5, 2013 all show depressed (Alternative 2) or underground Southwest tracks (Alternatives 3, 4 and 5), four tracks wide, requiring a width of 64 feet. But that is not possible. The width of the existing Maryland Avenue depressed rail alignment can be no more than 58 feet. Not only is the 58-foot width limitation imposed by the 1901 statute, it is also constrained by development that has occurred to the edge of the depression¹⁷. If the Long Bridge is rebuilt or refurbished to connect with the existing Southwest tracks, the bottleneck and rail congestion will be shifted to the three Southwest tracks. Dense surrounding development makes widening the depression and adding a fourth track impossible unless some of the width can be reclaimed. Additionally, the concepts for adding a fourth track are based on the original width of Maryland Avenue, but a section of the original right-of-way of Maryland Avenue is currently closed. The Maryland Avenue Southwest Plan explained at page 1-8:

The Avenue right-of-way has been formally closed between 9th and 12th Streets SW. Reestablishing the 160' wide Avenue will require the cooperation of multiple property owners.

No one has completely unraveled the adjoining multiple property ownerships in this

encompasses only the Union Station building, Columbus Circle in front to the station and the rail tracks north of the station. It fails to include the tracks south of the station. The tracks south of the station, beginning with the First Street tunnel, and including the Southwest tracks and the Long Bridge, are essential to future expansion of Amtrak and commuter rail operations south of Union Station and need to be included in the scope of both the Union Station Expansion Plan and this Long Bridge EIS.

¹⁷ In specifying the section of the tracks that are open and below grade along Maryland Avenue, Section 6 of the 1901 statute (31 Stat. 767) was precise, stating that the space to be used where the "tracks are depressed on Maryland avenue shall not exceed fifty-eight feet between the inside faces of the parallel retaining walls, measured at the level of the said tracks, as shown on said plans and profiles.

section of Maryland Avenue, but this drawing illustrates the complexity of property ownership (Maryland Avenue Southwest Plan, page 1-9):



In evaluating the width required to add an additional Southwest track, the design criteria need to be clearly specified and evaluated in terms of operational feasibility and safety. If that can be done, the logical solution is a new two-track bridge for freight that reroutes freight away from the Southwest tracks and a new four-track Long Bridge to serve commuter and passenger rail that would use the expanded four-track Southwest tracks. This would allow separation of freight and passenger operations and scheduling, and expansion of Amtrak and commuter rail as planned in the Union Station Master Plan, the Maryland Avenue Southwest Plan, and the SW Ecodistrict Plan. It would reroute freight and thereby improve air quality, safety and security by rerouting CSX away from downtown, the monumental core and the U.S. Capitol.

The Study Needs to Evaluate Separate Freight and Passenger/Commuter Rail Crossings

One of the necessary changes is the need to examine the differences between freight and passenger rail operations. Currently, the operations of the Long Bridge and the Southwest tracks are controlled by CSX. CSX designs their rail lines for freight loads, not for passenger loads. Freight operations are typically slower and less time-critical than passenger rail. As a result, signaling, scheduling, platforms, speed and logistics generally are optimized for CSX's freight operations. The Long Bridge Study needs to evaluate the benefits of separating freight operations from passenger, commuter and high-speed rail operations and how those operational benefits affect capacity limitations of separate freight and passenger river crossings. The 1997 NCPC proposal for an alternate rail crossing needs to be evaluated as an essential part of the Long Bridge study. Opportunities for other alignments may have presented themselves since that 1997 proposal and they also need to be identified and evaluated.

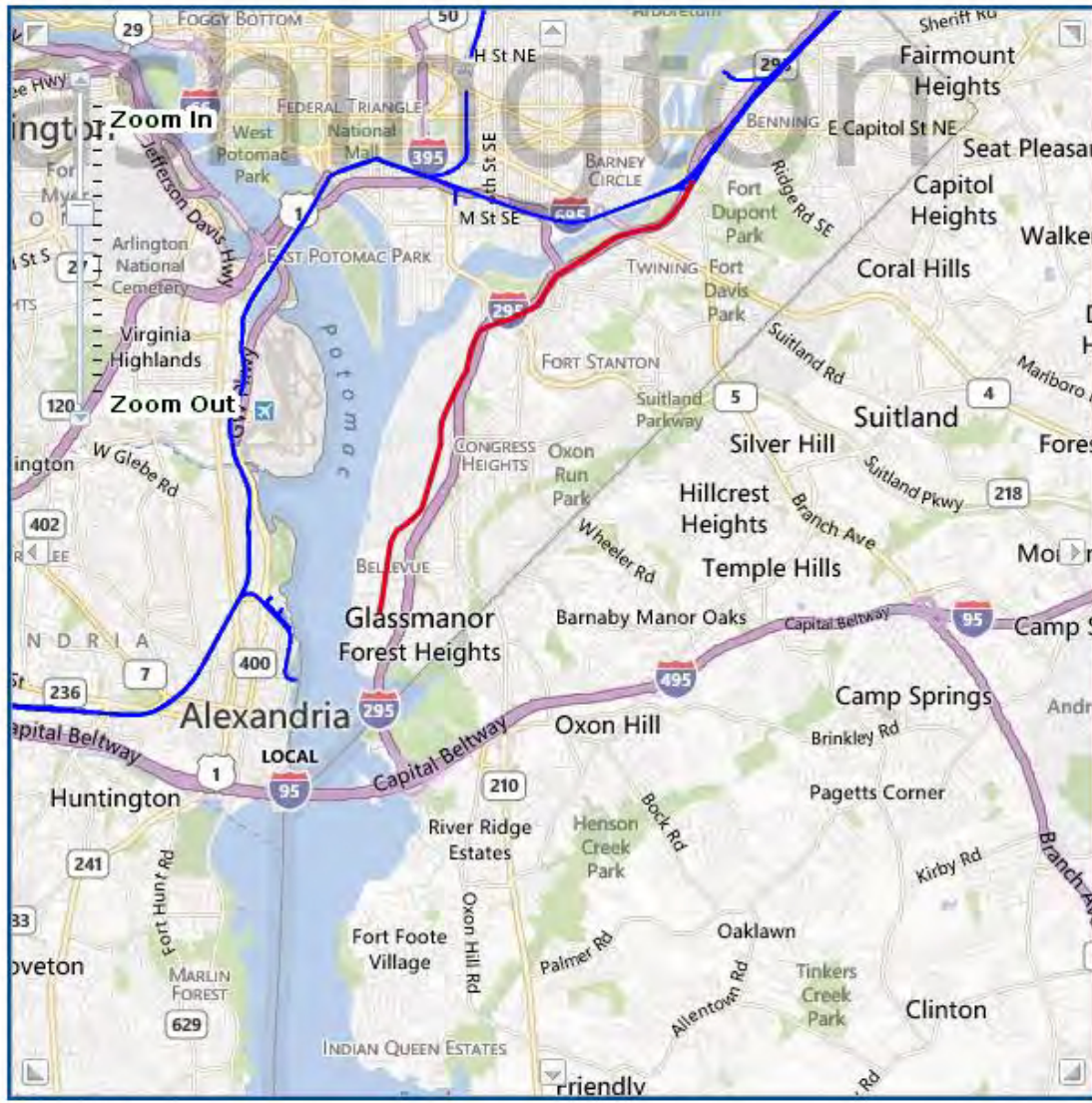
NCPC proposed a rail tunnel under the Potomac River between Virginia and Anacostia in their 1997 plan *Extending the Legacy: Planning America's Capital for the 21st Century*.

The NCPC proposal was a tunnel that would carry both freight and passengers. That alignment would be appropriate either for a tunnel or a bridge that would carry freight, leaving the Southwest tracks, the only means of accessing Union Station from the south, for use by Amtrak and commuter rail.

There are other opportunities for this alignment. For example, The Potomac River Generating Plant, owned by GenOn, just north of Alexandria has been decommissioned and in 2015 was undergoing demolition and environmental clean-up. This location provides a clean slate for constructing the Virginia side of a new Potomac River crossing.

The current track configuration is depicted on the CSX website. Just north of Alexandria a spur line heads to the Potomac River, to serve Robinson Terminal. The two short stubs off of that spur line were used to serve the Potomac Generating Plant. On the Anacostia side the rail tracks that served Blue Plains and other customers, the same tracks to which the 1997 NCPC realignment would have connected, have been enhanced for visibility.

The Blue Plains Line largely follows the Anacostia Freeway after it leaves the Benning Yard skirting at points the Anacostia Park and residential and commercial property. The southern part, which represents about half of the 6-mile length, is located inside the Joint Base Anacostia-Bolling (JBAB) military base, and north of the military base the rail line is immediately adjacent to Interstate 295. There are no plans in the DC Comprehensive Plan for development along the CSX right-of-way, although it was the original location of proposed streetcar development. Those plans, however, have changed. The west side of the CSX right-of-way is I-295, with no space for development.



Legend

- CSX Rail Network
- Blue Plains Line

To reactivate the Blue Plains alignment, tunnel boring under existing rights-of-way may be more practical than attempting to reconstruct surface tracks, given redevelopment that has occurred and concerns of both neighborhood residents and base officials. Another possibility would be to lower the tracks and deck over them, like the Southwest tracks along a part of Maryland Avenue or perhaps a Virginia Avenue type of shallow tunnel in order to coexist with the development that has occurred in this area. Still another possibility is to consider a tunnel under the Potomac branching off from the CSX main line just south of the airport. This tunnel could run under the Potomac to the Anacostia and

join the CSX alignment somewhere between the 11th Street Bridge and the rail yard where the rail Tunnel tracks cross the Anacostia River.

The possibility of using a tunnel boring machine for all or part of this work needs to be evaluated.

A new crossing could also facilitate the adoption of run-through passenger trains between Virginia and Maryland with the added benefit of opening up commute options for Wards 6 and 7. Stations could be located along the tracks at, and south of, Pennsylvania Avenue S.E. as were envisioned in the original Anacostia streetcar study, which proposed to use this ROW. For commuters from either state, transfers to Metrorail and bus could be made at Minnesota Avenue station. This would mean that a substantial share of run-through trains and possibly others would by-pass Union Station and L'Enfant. While this would cause some shifting in commute patterns, there are tremendous benefits. First, both of these stations are facing severe crowding issues and, second, the increase in transit opportunity for communities east of the Anacostia would be substantial. It should also be pointed out that for those commuting through the District to reach either state, station location is of no consequence. This final operational option also needs to be considered in the EIS as part of the second crossing analysis.

Conclusion

We find that the current Scoping analyses are incomplete in the assessment of current and future traffic and, thus, are not adequate as a basis for sound decision making on such an important project for the future of the District of Columbia and surrounding region. We respectfully urge the agencies involved to take a much closer look at traffic estimates.

Our assessment leads us to strongly recommend that two crossings of the Potomac River be considered as an option in the future phases of Study. Such an option would benefit both freight and passenger rail and provide the kind of flexibility in operation that the region increasingly needs and is very advantageous in emergencies.

Please contact Monte Edwards at 202-543-3504 or Monte.Edwards@verizon.net or Sarah Campbell at 202-841-6272 or sccampbell@verizon.net if you have questions or other concerns.

The Committee of 100 on the Federal City



www.committeef100.net

February 15, 2016

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945 G Street, N.W.

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202.681.0225

info@committeef100.net

Re: Long Bridge Study

Dear Ms. Chamberlin:

I appreciate the opportunity I had to speak to you at the February 10th public meeting concerning the Long Bridge Study. The Committee of 100 has reviewed the materials presented at the public meeting and we have concerns about the shared SW tracks and the number of cross-river train trips attributed to CSX. While the existing cross-river trips by VRE and Amtrak are available in published schedules, that is not the case with CSX. Can you explain how the present and projected numbers of CSX cross-river trips were determined?

Number of CSX Trains.

Phase I of this study quantified 23 trains per day were using the bridge and now the figure is 18. For 2040, the Phase I study projected 34 trains per day and this Phase II Study has a figure of 46 trains per day. In the Virginia Avenue Tunnel EIS, the Committee of 100 was not able to obtain that information and at the December 5, 2013 Long Bridge Phase I meeting asked how the number of CSX trains was determined. Mr. Siaurusaitis, the Michael Baker consultant, explained that CSX insisted on a nondisclosure agreement under which only Michael Baker would be allowed to see the freight projection data, and Michael Baker was required to "sanitize" the data for any public use. What CSX gave Michael Baker was not the projected number of trains, but rather the amount of freight, by category and by tonnage. Michael Baker thus had to convert that into the number train cars required to haul that amount of freight, and estimate the number of train cars and locomotives that would make up a single train.

In trying to confirm the Phase I figures, the Committee of 100 reviewed the 2005 Federal Railroad Administration Report to Congress: *Baltimore's Railroad Network: Challenges and Alternatives*, that projected the number of CSX trains traveling between Washington and Baltimore will increase from

33 trains a day in 2012 to a high of 56 trains a day in 2050 (page 4-13). This projection, performed in 2005, did not take into account the increased freight that will result from expansion of the Panama Canal.

Now, with the approval of the Virginia Avenue Tunnel, CSX will be able to run two-way freight throughout the City and because the proposed CSX intermodal facility in Baltimore has been disapproved, the new large ships coming through the Panama Canal will likely unload in Norfolk/Newport News, and CSX will bring the additional freight through DC to Baltimore for distribution. What was the source of the CSX data used in this Phase II Study?

MARC's Plans To Through-Run to Virginia

These figures do not include MARC's plan to through-run to Virginia. In May of 2014 MARC and VRE announced they are planning a true regional rail partnership to thru-run MARC to L'Enfant Station and on to Virginia and to extend VRE from Union Station into Maryland. According to MARC's Growth and Investment Plan (Sept 2007), MARC plans by 2020 to have trains on the Penn Line cross the Potomac and continue to Alexandria. The Penn Line currently runs 26 trains on week days from Baltimore to Union Station and if all of them continued to Alexandria and then would have to return from Alexandria, that would mean 52 additional trains crossing the Potomac each day by 2020. The Committee of 100 acknowledges that initially, probably not all Penn line trains will through run to Alexandria, but it is important to include a specific estimate for 2020 and what is anticipated from 2020 through 2040. Further complicating the shared track issue is that CSX requires diesel on its Long Bridge and SW tracks, but the Penn line runs on the NE corridor, that is electrified. The Phase II Study needs to encompass MARC's plan to through-run to Virginia.

Shared SW Tracks

The Study needs to examine the differences between freight and passenger rail operations. Currently, the operations of the Long Bridge and the SW tracks are controlled by CSX. CSX designs their rail lines for freight loads, not for passenger loads. Freight operations are typically slower and less time-critical than passenger rail. As a result, signaling, scheduling, platforms, speed and logistics generally are optimized for CSX's freight operations. CSX requires that trains traveling on the SW tracks and the Long Bridge use diesel locomotives because the overhead wires for electric would interfere with tall freight loads. This applies to Amtrak and is the reason for the long lay-over at Union Station in through trains, because of the required change of locomotives. The Study needs to evaluate the benefits of separating freight operations from passenger and commuter operations and how those operational benefits affect capacity limitations of separate freight and passenger river crossings.

Thank you for your attention, and I look forward to hearing from you.

Sincerely,

Sarah Campbell

Chair, Transportation Subcommittee

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Marsh Global

Robert W. Shinn

Capital Results

October 12, 2016

Ms. Amanda Murphy
Environmental Protection Specialist
Office of Railroad Policy and Development
Federal Railroad Administration
1200 New Jersey Avenue, SE (Mail Stop-20)
Washington, DC 20590
info@longbridgeproject.com

RE: Long Bridge Project EIS Scoping

Dear Ms. Murphy:

I am writing on behalf of Virginians for High Speed Rail (VHSR), the Commonwealth of Virginia's largest rail advocacy organization. VHSR promotes fast, frequent, safe, and reliable intercity passenger rail service linking our communities to regions up and down the east coast.

We are writing in support of the study and encourage it to proceed to completion. As you know, the Long Bridge is one of the biggest bottlenecks impacting the trains leaving or entering Virginia. From today to 2040 it is only going to get worse. The number of trains anticipated to travel over the Long Bridge is expected to grow 159 percent! This will leave no elasticity or redundancy in our rail network to deal with any problems that may arise.

While Virginia is served by four of the top seven best performing Regional routes in Amtrak's entire network; getting from Alexandria's King Street station to Washington's Union Station is precarious at best and downright frustrating at worst. Your study team estimates that on-time performance for our Amtrak trains getting across the Long Bridge is 69 percent today, and that it is projected to drop to 16 percent by 2040. Reliability is a key issue for VHSR and we have seen the reliability of our trains have a quantifiable impact on their ridership, which further increases the operational investment needed from the taxpayers of Virginia. We cannot afford to allow that to get any worse.

Thus, we strongly support the advancement of the Long Bridge study and ask that you look at what capacity improvements will be needed to increase movement in the Long Bridge corridor for the next 100 years! We believe what is needed at a minimum is railroad four tracks crossing the Potomac. This is a once in a generation type of project and it would be disappointing to underestimate the potential growth in rail over the decades to come as current generations of Virginians are moving away from the automobile at record numbers never before seen.

On behalf of the Board of Virginians for High Speed Rail, thank you or taking the time to read our comments.

Sincerely,



Danny Plaugher
Executive Director



To :Anna Chamberlin, AICP
Long Bridge Project

From: Friends of Long Bridge Park

Subject: Long Bridge Phase II Study

The Friends of Long Bridge Park have specific concerns about the design of the new Long Bridge.

First, we do want the park to be more connected. Thus, pedestrian and bike access George Washington Parkway and the Potomac River is very important and we hope that alternatives with increased local access are accepted. Specifically, a pedestrian/bike lane from Long Bridge Park to Mt. Vernon Trail and DC is needed.

Second, the design of the bridge is also important. For example, a pedestrian/bike lane on the upstream (north) side is different than the downstream (south) side. How the bridge connects with the park changes the way in which patron interact with the park. So we hope the alternatives are specific enough to comment on the nature of the connections. Likewise a “cheap ugly” bridge would be a different partner than a new well designed bridge. We would encourage the area and the national significance of the bridge to be recognized in the architecture of the bridge.

In the next round of comments, we expect to provide more details on major alternatives and their impact on Long Bridge Park.



To :Anna Chamberlin, AICP
Long Bridge Project

From: Crystal City Civic Association

Subject: Long Bridge Phase II Study

Crystal City Civic Association (CCCA) has many concerns about the design of the new Long Bridge. Clearly a new bridge is needed and we want the best transportation system possible. On the other hand, the project has many impacts and we want to make sure it adds to our community.

First, we are concerned about train noise. This comes from both the blowing of whistles at the VRE station to the actual noise of the trains. Several alternatives have different impacts on our community. If a large increase in train traffic is planned, then we would hope some additional measures to decrease the noise to the community would be taken.

Second, we do want our community to be more connected. Thus, pedestrian and bike access becomes very important and we hope that alternatives with increased local access are accepted. Specifically, a pedestrian/bike lane from Long Bridge Park to Mt. Vernon Trail and DC would be very helpful for residents and quests.

Lastly, we have many concerns about the environment. Depending on the exact route and plan, Roaches Run and other parks will be impacted. For the next 100 years, we will have to live with the new bridge and we hope this will not have adverse impacts on local wildlife and vegetation.

"The CCCA will hold a general meeting November 16 on the topic of train transportation issues in Crystal City which we expect will venerate a great deal of interest and questions." In the next round of comments, we expect to provide more input on major alternatives and their impact on Crystal City.

October 14, 2016

Ms. Amanda Murphy
Environmental Protection Specialist
Office of Railroad Policy and Development
Federal Railroad Administration
info@longbridgeproject.com

VIA EMAIL

Re: Scoping Comments on Long Bridge Project Environmental Impact Statement

Dear Ms. Murphy:

The Southern Environmental Law Center would like to provide the following comments on scoping for the Long Bridge Project Environmental Impact Statement (EIS). SELC is a non-profit, non-partisan organization that works throughout Virginia and the Southeast to promote transportation and land use decisions that protect our natural resources, strengthen our communities, and improve our quality of life. This includes encouraging balanced multimodal transportation systems, in which passenger and freight rail are key components, while protecting natural and historic resources.

The existing Long Bridge is a major chokepoint for rail systems crossing the Potomac, including commuter rail (Virginia Railway Express), intercity passenger rail (Amtrak), and freight operations, having significant impacts on the performance of these systems. Moreover, this chokepoint constrains potential growth of passenger and freight rail in a key corridor at a time when demand continues to rise. Ridership on VRE's commuter lines has grown substantially in recent years,¹ and Virginia is home to many of Amtrak's most successful regional passenger train routes nationwide. It is crucial that adequate facilities are in place to improve the efficiency and effectiveness of these services, and to accommodate their continued growth. The materials from recent community meetings indicate the magnitude of projected future demand—by the year 2040, VRE is anticipated to expand its services crossing Long Bridge from 32 to 92 trains per day (a 188% increase), Amtrak from 24 to 44 trains per day (an increase of 83%), and CSXT from 18 to 42 trains per day (a 133% increase).

However, the Long Bridge Project's study area includes significant historic, community, and environmental resources that also must be given serious consideration in this EIS. The Phase I study identified numerous Section 106 and Section 4(f) resources present within and adjacent to the project area, including the Thomas Jefferson and George Mason Memorials, East Potomac and Long Bridge Parks, and the Roaches Run Waterfowl Sanctuary.² It also identified substantial wetland areas, necessitating review by the U.S. Army Corps of Engineers under the Clean Water Act. The EIS must thoroughly evaluate potential impacts to these resources, as well as options to avoid and minimize these impacts as required for reviews under these statutes.

¹ See, e.g., VRE, *Virginia Railway Express System Plan 2040 Study Final Report* at 12 (2014).

² DDOT, *Long Bridge Study Final Report* at 147-48 (2015) (hereinafter "Long Bridge Phase I Study").

Given the substantial community and environmental resources located along the proposed route, the evaluation of alternatives in this EIS must not only thoroughly evaluate those impacts but it also should carefully balance the needs for expanded rail capacity at Long Bridge against its potential impacts. As a result, we recommend against further consideration of the most expansive alternatives considered in the Phase I study, such as those that would add general purpose automobile lanes at this crossing. The draft purpose and need statement for this EIS makes clear that alleviating the railroad bottleneck at the existing Long Bridge is the predominant—if not the *only*—focus of this project. Adding general purpose lanes would do nothing to address this need, and could even jeopardize the needed rail capacity improvements by significantly increasing the project’s cost and environmental impacts. If additional modes are considered, we recommend focusing instead on less harmful options such as creating a new bicycle and pedestrian crossing. The Phase I study noted that such a crossing could connect existing trail networks on either side of the Potomac,³ and could be done with little increase in the project’s right-of-way.⁴ Moreover, including a bicycle and pedestrian crossing will not generate—and is in fact likely to reduce—air pollution by promoting greater usage of these travel modes.

In sum, we are pleased that the Long Bridge Project EIS is moving forward to address this serious bottleneck in our region’s passenger and freight rail network. In this review, we urge you to carefully review the right-of-way impacts of the alternatives under consideration to ensure that the proposal that is ultimately selected not only enhances our region’s multimodal network, but is also adequately protective of our communities and environment. We look forward to participating as this study continues.

Thank you for your consideration of our comments.

Sincerely,



Trip Pollard
Senior Attorney



Travis Pietila
Staff Attorney

³ See, e.g., Long Bridge Phase I Study at 16. Bicyclists have long advocated for additional connections across the Potomac in this area, noting difficulties and safety issues involved with existing, highly-used crossings at the Key Bridge and 14th Street Bridge. See, e.g., David Alpert & Adam Froehlig, “14th Street Bridge Area Needs a Good Bicycle Connection,” GREATER GREATER WASHINGTON (Mar. 13, 2012); Edward Russell, “To Bike Across the Potomac, Most Use the 14th Street Bridge or Key Bridge,” GREATER GREATER WASHINGTON (Aug. 19, 2015).

⁴ Long Bridge Phase I Study at 8 (showing that the addition of a bicycle and pedestrian path could be incorporated within 15 feet of additional right-of-way).

October 14, 2016

Anna Chamberlin
 Manager, Project Review
 District Department of Transportation
 55 M Street SE, Suite 400
 Washington DC 20003-3515

Re: Comments on Public Scoping for the Long Bridge Study Phase II

Ms Chamberlin,

I am pleased to submit comments on behalf of the Washington Area Bicyclist Association and our 6,500 regional members. The Long Bridge Study presents an unparalleled opportunity to expand non-motorized access across the Potomac River, close gaps in the regional trail network, and move our region towards more sustainable transportation modes. We are grateful for the opportunity to comment.

The Long Bridge is one of only eight bridges that span the Potomac River into downtown DC. It is the only bridge that carries intercity freight and passenger rail, and it is the oldest by far. Though there are extensive rehabilitation efforts in progress or under consideration for many of the other bridges (Key, Roosevelt, Arlington, and 14th St.), the Long Bridge is the only facility where complete replacement and dramatic changes to the physical configuration of the crossing are under consideration. The Long Bridge may be the only blank canvas for a Potomac crossing that the region considers for the next fifty years in this location.

With the scale of the opportunity in mind, we believe that the draft Purpose and Need for the Long Bridge Study is too narrowly focussed on the needs of freight and passenger rail. Indeed, expanding rail capacity, reliability and redundancy are essential to meet the growing demands of a 22nd century rail system. Yet, the regional trail network faces similar challenges to realize long term connectivity plans. Alongside rail improvements, expanding the capacity, redundancy, and regional connectivity of the trail network should be a core element of the study's purpose and need statement and selection criteria. A Long Bridge replacement without a high-quality trail is a wasted, once-in-a-century, opportunity.

Current non-motorized Potomac crossings are inadequate

Of the eight Potomac River bridges that connect Virginia into downtown DC, four include a sidepath to allow walking and biking. Each of these is a crucial link in the regional network, yet not one fully satisfies today's trail standards for width, sight distances or protection from traffic. The Key Bridge, for example, was built with 10 foot-wide sidepaths that carry up to 4,000 daily bicycle and pedestrian trips between Rosslyn and Georgetown in good weather. Though a delightful ride, the Key Bridge paths are four feet narrower than modern trail standards suggest to safely accommodate this volume. Similarly, the 14th St. Bridge, which links the Mount Vernon Trail to the Jefferson Memorial, mixes more than 2,700 bicyclists and 500 pedestrians per day

on a single 10 foot path with a long section of poor sight lines. Minor details of these bridges can be improved to reduce friction between trail users, but trail widths and capacities are fixed. For more capacity, a new, wider, trail crossing will soon be necessary to keep up.

Meanwhile, across the region, and on both sides of the Potomac River, residents are leaving their cars at home and choosing the bicycle for transportation to and from work, for errands, and recreation. Between 2008 and 2015, the share of residents who bike to work rose from 2.3% to 4.1% in the District, 1.1% to 1.9% in Arlington and 0.8% to 1.2% in Alexandria according to the American Community Survey. Each year, Capital Bikeshare sets new records for peak ridership as it expands stations and in popularity around the region. From 2011 to 2015, yearly bikeshare trips increased by over 400% in Arlington alone. Thanks in part to planned investments in safe bike infrastructure in the District, Arlington, and Alexandria, this growth will continue. Soon, these poor bridge crossings will inhibit access and deter residents from making sustainable transportation choices.

The Long Bridge study should be consistent with all Federal, Regional, and Local plans

This study should not just aim to be consistent with long term rail plans, but consider transportation, sustainability and master plans as well. By the time a preferred alternative is selected, significant public funds will be invested for planning and construction from federal, regional and local sources. The jurisdictions that contribute funds deserve a final result that benefits their constituents and their goals within the study area. Therefore, this study's selection criteria must weigh consistency with regional plans, as detailed below, and give appropriate justification if the study selects an alternative that is inconsistent with them.

- MoveDC Plan (2014)
 - A multi-use trail alongside the Long Bridge connecting to Maine Ave is listed as a Tier 1 priority. A further trail connection along Maryland Ave SW to 9th St. SW is listed as a Tier 3 priority. Both segments fall within the scope of the study area.
- Arlington Long Bridge Park Esplanade expansion
 - In its 2017-2026 Capital Improvements Plan Arlington County has committed to an extensive expansion of park amenities at Long Bridge Park. This plan includes an extension of the esplanade trail towards the eastern boundary of the park. Though currently not funded, the county intends to begin study of a connection across the George Washington Parkway to the Mount Vernon Trail in partnership with the National Park Service.
- NPS Paved Trail Plan (2016)
 - Capital Project Recommendation N2.1 proposes a CSX bridge connector to link Long Bridge Park, the Mount Vernon Trail, Ohio Drive, and the Rock Creek Park Trail on the east side of the Potomac River.
 - The Paved Trail Plan includes dozens of recommendations for capital trail projects to fill gaps and improve access to trails on each side of the Potomac River. With expanded access, these trails will see increased use and require high capacity river crossings.
- DDOT Anacostia Waterfront Initiative & Anacostia River Trail
 - DC's Anacostia Riverwalk Trail, once a bold vision, is now a reality, stretching for more than 15 miles on the banks of the Anacostia River in DC. Though the majority of the planned trail mileage has been completed on the east and west riverbanks, new segments will open alongside the Wharf, the DC United Stadium, and the

Douglas Bridge to make direct connections from Ohio Drive and destinations along the Anacostia. A link from this trail to Virginia via the Long Bridge would increase the utility of the Riverwalk Trail, create a new commuter route from Virginia to employment centers in SW and SE DC, and coax drivers off of the congested I-395 and I-695 highways.

- Sustainable DC Plan (2013)
 - This plan sets as a target that by 2032, 25% of all commuter trips in the District will be made by biking and walking. To accomplish this, it sets a goal of nearly doubling the mileage of trails, bike lanes, and safe places to bike. Quality connections into DC via bridge are a crucial part of realizing this vision.

Trail and Rail can coexist on the same bridge

Throughout this study process, we have heard objections that it is not possible to accommodate both heavy freight rail and a multi-use trail on the same bridge. We understand the need to separate rail traffic from trail users to prevent intentional and accidental access to tracks. We understand that there may be additional design concerns to limit risks to trail users from train derailments and other common rail incidents. However, with more than 600 miles¹ of freight and passenger rail service operating alongside trails (rail with trail) across the country, there is a strong case that it can be done well. Below are a few examples of new and retrofitted bridges that accommodate both rail operations and trails.

- Tilikum Crossing in Portland, OR
 - Completed in 2015, this bridge accommodates light rail, streetcar, buses and a wide multi-use trail.
- Steel Bridge in Portland, OR
 - Now over a century old, this bridge carries freight trains, Amtrak, MAX light rail, buses, highway traffic and thousands of daily bicyclists via a cantilevered multi-use trail on the lower deck.
- Delaware and Lehigh bridge in Jim Thorpe, PA
 - Renovated in 2009, this bridge carries freight trains for the Reading and Northern Railroad and a multi-use trail over the Lehigh River into Jim Thorpe. Before the bridge, the trail parallels this rail line for almost seven miles.
- Harpers Ferry Railroad Bridge in Harpers Ferry, WV
 - This freight rail bridge also features a cantilevered trail to extend the C&O towpath into Harpers Ferry.
- Harahan Bridge in Memphis, TN
 - This bridge over the Mississippi river, currently undergoing significant rehabilitation, will carry freight rail trains and a cantilevered multi-use trail almost a mile between Memphis and West Memphis.

¹ Rail with Trail List as of June 2014 from Rails to Trails Conservancy
<http://www.railstotrails.org/resourcehandler.ashx?id=3507>

The Long Bridge study is a tremendous opportunity for realising so many of the region's mobility, sustainability, and access goals, but without expanding the scope from its current rail focus, it will leave them unmet. We look forward to continued participation in this study process. For questions and follow-up please contact Garrett Hennigan at garrett.hennigan@waba.org or 202-518-0524 x210.

Thank you for considering our comments,

A handwritten signature in black ink, appearing to read "Gregory Billing", with a stylized flourish at the end.

Gregory Billing
Executive Director

Appendix F:

Railroad Stakeholder Scoping Comments

From: [Henry Kay](#)
To: [Alexis Morris](#)
Subject: FW: Amtrak Long Bridge Project Scoping Comments
Date: Wednesday, January 18, 2017 10:04:37 AM

From: Hill, Amrita [mailto:HillA@amtrak.com]
Sent: Wednesday, January 18, 2017 9:50 AM
To: Murphy, Amanda (FRA) <amanda.murphy2@dot.gov>
Cc: Henry Kay <hkay@rkk.com>; Kostura, Gretchen M <Gretchen.Kostura@amtrak.com>; Chamberlin, Anna (DDOT) (anna.chamberlin@dc.gov) <anna.chamberlin@dc.gov>
Subject: Amtrak Long Bridge Project Scoping Comments

“Amtrak looks forward to working with FRA/DDOT and CSX to enhance capacity, frequency and safe rail operations over the Long Bridge. During the Phase I and II of the project, Amtrak provided relevant future rail operation assumptions and frequency of ridership over the bridge. Amtrak would appreciate continued coordination towards the development of the EIS and working towards a realistic outcome to suit all operators over the bridge. Amtrak recognizes the importance and significance of this important north south bridge over the Potomac River to the operations of CSX, VRE and Amtrak”.

Thanks for your patience and opportunity to comment.
-Amrita



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Louis E. Renjel, Jr
Vice President
Strategic Infrastructure Initiatives

October 14, 2016

Amanda Murphy
Environmental Protection Specialist
Office of Railroad Policy and Development
Federal Railroad Administration
1200 New Jersey Avenue SE
Mail Stop 20
Washington, DC 20590

Re: CSX Transportation, Inc.'s Scoping Comments for the Long Bridge Project

Dear Ms. Murphy:

CSX Transportation, Inc. (CSXT) is providing comments on the scoping of the Environmental Impact Statement (EIS) for the Long Bridge Project (the "Project"), as well as the associated Statement of Purpose and Need. CSXT submits these comments in its capacity as the owner of Long Bridge and the operator of the freight rail network on which Long Bridge is an essential connective element.

The Project is unique in that it proposes to potentially replace or substantially alter CSXT's Long Bridge, which serves as a critical link in the Company's freight rail network. CSXT understands that the Federal Railroad Administration (FRA), District Department of Transportation (DDOT) and the other cooperating agencies concur that any alterations to or replacement of CSXT's private property must be carefully coordinated with and approved by CSXT. As the owner of the Long Bridge, CSXT maintains, operates and dispatches all rail traffic on the bridge. CSXT has unique expertise and knowledge regarding the structure and how any proposed changes to Long Bridge might impact operation of the rail network. This expertise and knowledge is critical to assessing the operational feasibility of any and all alternatives and the impact of such alternatives on the rail networks that Long Bridge serves. CSXT will continue to participate and comment throughout the EIS process, and may suggest that certain concepts be included or excluded as alternatives as the screening analysis progresses.

In these scoping comments, we first address the role of the Long Bridge Corridor in the freight rail network. Next, we discuss the four principles that must guide all passenger service use of the CSXT rail network. We then provide six specific comments relevant to EIS scoping.

Comments Regarding the Purpose of and Need for the Proposed Action

A. Long Bridge Is a Critical Link in the Local, Regional, and National Rail Network

The Statement of Purpose and Need correctly identifies the Long Bridge Corridor as a “critical link in the local, regional and national railroad network.” Any Proposed Action must ensure that the Long Bridge Corridor continues to serve this essential function in CSXT’s freight network. The Long Bridge is the only freight rail crossing of the Potomac River between the District of Columbia and Virginia. Each day, CSXT’s network moves essential goods that feed, fuel and build communities like those in and around the Washington Metropolitan Area. As the regional population increases, the benefits of freight rail to both the private and public sectors become more and more apparent. Freight rail supports the broader transportation infrastructure that is critical to American competitiveness. In addition to being the safest form of land transportation, freight rail dramatically minimizes emissions compared with other forms of land transportation and takes traffic off the congested highway system.

It is important to recognize the significant role that freight railroads play both regionally and nationally. In recent years, CSXT’s National Gateway program invested nearly a billion dollars in rail infrastructure and intermodal terminals to link Mid-Atlantic ports with Midwestern markets. This program was supported by the federal government, six states, the District of Columbia, nearly 50 Members of Congress, three port authorities, two metropolitan planning organizations, and a large group of global shippers, ocean carriers, business organizations and environmental groups.

Integral to the National Gateway is the creation of a double-stack cleared route for intermodal movements through the District, including across the Long Bridge and through the Virginia Avenue Tunnel, which is under reconstruction in the District. Earlier this year, the National Capital Region Transportation Planning Board recognized the Long Bridge as the most significant freight rail capacity constraint in the National Capital Region aside from CSXT’s Virginia Avenue Tunnel. A major construction project is underway to rebuild the Tunnel to meet the freight capacity and freight rail equipment needs into the future.

Addressing America’s infrastructure needs, the recently enacted FAST Act recognized the limits of highways for freight transportation and created numerous programs to help enhance the overall freight network, including programs directing funds toward freight rail systems. It created a new federal grant entitled Fostering Advancements in Shipping and Transportation for the Long-term Advancement of National Efficiencies (FASTLane). The largest recipient was Virginia’s \$1.4 billion Atlantic Gateway, which includes the Long Bridge Corridor and which looks to enhance both freight and passenger rail to improve the reliability and capacity of the East Coast rail network. It is well recognized that inadequate freight movement increases regional congestion and emissions and decreases our nation’s ability to create jobs and compete in the global marketplace.

B. Freight Rail Does Not Cause Capacity Issues in the Long Bridge Corridor

According to the Notice of Intent, “[t]he purpose of the Proposed Action is to address reliability and long-term railroad capacity issues for the Long Bridge Corridor.” In considering capacity issues, it is necessary to understand the root cause of the current challenges. The Long Bridge presently has sufficient capacity and decades of useful life to support the current and future needs of CSXT’s freight rail network. It would be unnecessary to change the status quo were the Long Bridge to be used solely by CSXT.

However, for many years now, CSXT has accommodated Amtrak and Virginia Railway Express (VRE) on its double track Long Bridge. This accommodation has led to significant congestion and delays to CSXT’s freight trains. On an average weekday, 76 passenger and freight trains operate over the Long Bridge daily – notably, 59 of those 76 (78%) are passenger trains. Passenger train traffic is a particular issue during the morning and evening rush hours which results in the loss of freight capacity in the Long Bridge Corridor and the freight rail network.

Thus, in framing the purpose of the Proposed Action, it is important to understand that the cause of the reliability and capacity issues is the passenger usage of CSXT’s trackage and Long Bridge, and not CSXT’s network needs or the Long Bridge’s age or condition. As discussed in further detail below, any Proposed Action must ensure that CSXT has the right to use the Bridge or comparable facilities to meet the present and future demands of its freight network, and that passenger issues are resolved in a manner that allows CSXT’s freight network to operate at full capacity. CSXT believes that, if designed properly, the Project can be completed in a manner that allows for continued freight and passenger usage.

C. The Proposed Action Must Consider the Needs of CSXT’s Rail Network

The Notice of Intent describes the need for the Proposed Action as follows: to “identify alternatives that would increase capacity to meet projected demand for passenger and freight rail services; improve operational flexibility and resiliency; and provide redundancy for this critical link in the local, regional, and national rail network.” Significantly, this statement recognizes that all alternatives to be considered must be sufficient to meet projected future capacity and operational demands. Given this stated purpose, every step of environmental review must ask the question: ***what is the potential impact on the rail network?*** This question must be considered (i) when screening potential alternatives, (ii) when selecting potential alternatives, (iii) when evaluating alternatives, (iv) when evaluating environmental impacts, and (v) when selecting a preferred alternative. An alternative that impairs the operation of CSXT’s rail network is neither feasible nor reasonable.

The Notice of Intent also sets forth estimated Amtrak, VRE and CSXT usages into the future, indicating that up to double the number of Amtrak and CSXT trains, and triple the number of VRE trains, are anticipated. CSXT has not agreed to this increase in Amtrak and VRE trains on the Bridge or the contemplated entry of MARC trains onto its corridor. CSXT’s use of its corridor for future rail freight needs is of paramount importance to CSXT customers and the public at large. The expanded passenger usages contemplated by the Notice would have

material impacts on the rail network beyond the Long Bridge, and would require thorough analysis, modeling and funding of necessary infrastructure improvements—all of which would require the participation of various public authorities and the consideration and approval of CSXT.

D. Core Principles for Any Passenger Service Projects on the CSXT Network

Because the Proposed Action envisions the continued passenger occupancy of the Long Bridge Corridor in conjunction with freight trains, it is imperative that the entire EIS process be informed by four core principles that are common to all proposed passenger service projects on the CSXT network:

- Safety. CSXT has safety guidelines for all trains operating on its property. The Project must include measures that result in a level of safety that is equal to or exceeds current conditions. CSXT will always make the final determination as to what constitutes a safe use of its property. Operating, construction, and maintenance rules and standards for the Project must always comport with CSXT's existing and future requirements.
- Capacity. CSXT must retain sufficient freight capacity to handle current and future operations safely and efficiently. The Project must not diminish CSXT's current or future capacity and any capacity consumed by the Project must be fully replaced at no cost to CSXT. As the owner of the corridor, CSXT has the sole right to determine capacity requirements for its property. Limiting freight capacity in the future creates traffic congestion, safety and environmental risks, and other issues.
- Liability. Freight carriers face substantial liability risk when passenger and freight operations are conducted in proximity to each other. If the Project is implemented, CSXT will require adequate protection from potential liability arising from the operation of passenger rail service on or near its property. This includes the customary requirement that operators and/or appropriate public agencies provide evidence of mutually acceptable, adequate insurance.
- Compensation. Long Bridge and its corresponding and adjoining right-of-way are the property of CSXT and have substantial value. If a public agency uses, acquires or diminishes the value of CSXT's property, then it has a constitutional obligation to justly compensate CSXT. The compensation must be sufficient to support reinvestments in infrastructure and take into account the value of the real estate and rail infrastructure used. CSXT and its rail customers should not be asked to subsidize passenger service.

Preliminary Comments Regarding Alternatives

Earlier phases of the Long Bridge Study have identified eight potential concepts for the Project. CSXT understands that the ultimate list of alternatives to be included in the EIS will be determined through a preliminary concepts screening evaluation followed by an alternatives selection process. It is critical to select appropriate screening criteria that can arrive at alternatives that meet the purpose of the Proposed Action. CSXT intends to participate and comment throughout these processes, and it reserves the right to suggest that certain concepts be included or excluded as alternatives as the screening analysis progresses. At this juncture, CSXT offers the following preliminary comments regarding alternatives.

1. Safety Must Be a Critical Consideration in All Alternatives: The importance of safety cannot be overstated in all aspects of the Proposed Action. Among other things, incompatible uses must not be co-situated. For example, while the creation of bike and pedestrian paths as well as the inclusion of light rail and other non-heavy rail use have been suggested by some stakeholders, such purposes should not be placed on a bridge with active heavy rail traffic. Alternatives that create safety hazards must be excluded from consideration.

As a related matter, electrification is not an option for CSXT's Long Bridge or the existing Washington-to-Richmond right of way. Long Bridge, and the rail freight network that connects to it, does not have an electrification system to support trains powered by electric locomotives. As CSXT has noted in previous studies, such electrical equipment poses unacceptable safety risks – not to mention operational constraints on freight service. Electrification would not only diminish public benefits of freight rail but also come at an enormous expense to taxpayers.

2. No Alternative Can Interfere with the Operation of the Freight Network: Long Bridge is a critical asset in CSXT's east coast rail network. Any changes to the existing infrastructure must not impair CSXT's freight network in any way, must provide for maintenance of infrastructure into the future, must not impose any limitations on CSXT's access to or ability to expand its network, and must not introduce other traffic or infrastructure features that further delay or interfere with CSXT's freight operations.

As earlier discussed, the Notice suggests doubling and tripling of train movements over the Long Bridge into the future. Such massive increases would materially impact not just the immediate Long Bridge Corridor, but also the freight rail network to the north and south of the Washington Metropolitan area. In studies of rail improvement projects, the expert modelling of train movements is an imperative to a successful analysis of a project. In the Long Bridge study, the modelling should fully consider not just the impacts on passenger and freight train movements over the Long Bridge Corridor, but also beyond the Corridor and onto the adjoining rail network.

3. Alternatives Need to Consider the Existing Infrastructure Immediately North and South of Long Bridge: The existing track structure along the Long Bridge Corridor is designed to accommodate both: (i) freight train movements in and through Washington, DC and beyond; and (ii) the passenger train movements to and from the passenger stations at Alexandria, Crystal

City, L'Enfant Plaza and Washington's Union Station. Imagining a bird's-eye view of the corridor, all passenger trains going north from Alexandria to Washington's Union Station progress to the left-hand side of the Corridor in order to access Amtrak's passenger tunnel to Union Station (which is also on the left hand side of the Corridor); and, all freight trains similarly going north progress to the right-hand side of the Corridor in order to continue their movements through CSXT's Virginia Avenue Tunnel and beyond. The tracks to the two tunnels diverge at a point known as Virginia Avenue Junction near 3rd Street SW in the District. Any Proposed Action should take into account the progressions necessitated by the infrastructure immediately to the north and south of the Bridge.

4. Existing Operations Must be Accommodated During Construction: Alternatives considered in earlier studies have conceptualized bridge designs and locations. The EIS process must recognize and assure the need for uninterrupted freight and passenger train movements over the entire existing Long Bridge Corridor during all the engineering and construction phases of this multi-year project. Otherwise, major and unacceptable disruptions to the freight rail network and passenger services will result.

5. Potential Additional Bridge Concepts for Consideration: Earlier phases of the Long Bridge Study have identified various concepts that appear to build additional tracks on a widened platform attached to the existing Long Bridge structure. As noted above, it is essential that the continued use of the existing Long Bridge Corridor be assured as additional capacity alternatives are considered and implemented. Accordingly, the EIS process should consider the possibility of alternative and separate bridge structures with their own piers and supporting viaducts - an approach that would avoid engineering and construction interruptions to freight and passenger service on Long Bridge. For example, a new two-track bridge adjacent to the existing Long Bridge or two single-track bridges on either side of the existing Long Bridge are alternatives that should be considered.

6. The Entire Long Bridge Corridor Should Support Interoperability and Commingled Freight and Passenger Service: As the owner of the corridor, CSXT will maintain exclusive dispatching authority. Safe and efficient operations can better be achieved if all four tracks contemplated by the EIS handle both passenger and freight trains under the dispatching authority of CSXT. Without this interoperability, operations over the Corridor will limit the capacity sought by this Project. As noted above, the freight and passenger trains will follow patterns over the Corridor necessitated by the separation of passenger and freight trains at Virginia Avenue Junction. In the interest of fluidity and capacity, all four tracks should accommodate both freight and passenger trains under CSXT's single dispatching authority. Such interoperability and commingling under sole CSXT dispatching authority are the long-standing practices on most of CSXT's lines, including the RF&P Subdivision which adjoins to Long Bridge Corridor.

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In sum, the Project has the potential to benefit all users of the Long Bridge Corridor. But to do so, it must be carefully designed and expertly modelled in a manner that is informed by CSXT's operational expertise, ensures that CSXT may use its freight network at full capacity

into the future, integrates shared passenger usage in a manner that respects all safety standards and does not expose CSXT to liability, respects CSXT's property rights and is ultimately approved by CSXT. We look forward to close, productive, continued involvement throughout the Long Bridge Project.

Sincerely,

A handwritten signature in black ink, appearing to read "Louis E. Renjel". The signature is written in a cursive, flowing style with a large, stylized "L" and "R".

Louis E. Renjel